



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**BOARD MEETING NOTICE**

**Thursday, January 26, 2006, 3:30 p.m.**

CMA Board Room

1333 Broadway, Suite 220

Oakland, California 94612

(see map on last page of agenda)

Chair: Councilmember Larry Reid

Vice Chair: Supervisor Scott Haggerty

Executive Director: Dennis R. Fay

Secretary: Christina Muller

**AGENDA**

*Copies of Individual Agenda Items are Available on the CMA's Website*

**1.0 ROLL CALL** **Confirm Quorum** **3:30 p.m.**

**2.0 PLEDGE OF ALLEGIANCE**

**3.0 PUBLIC COMMENT**

Members of the public may address the Board during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the CMA Board. Anyone wishing to comment should make his or her desire known to the Chair.

**4.0 CHAIR'S/VICE-CHAIR'S REPORT** **Information/Action** **3:35 p.m.**

**4.1 Resolution of Appreciation for Nora Davis, City of Emeryville\* (page 1)**

**5.0 EXECUTIVE DIRECTOR'S REPORT\*(page 3)** **Information/Action** **3:40 p.m.**

**6.0 CONSENT CALENDAR** **Approval** **3:45 p.m.**

**6.1 Meeting Minutes December 22, 2005\* (page 29)**

**6.2 Financial Reports: December 2005\* (page 35)**

*Consent Items recommended by the following committees:*

**6.3 Plans & Programs Committee**

**6.3.1 Transportation Fund for Clean Air (TFCA) Program: Quarterly at Risk Report\* (page 41)**

It is recommended that the Board approve the attached Quarterly At Risk report for local projects programmed in the TFCA Program.

**6.4 Administration & Legislation Committee**

**6.4.1 Retiree Health Benefits\* (page 47)**

It is recommended that the Board adopt a two-tier program for retiree health benefits. Existing employees would continue to be covered under the current resolution. The CMA contribution to the retiree health care premium for new employees would vary according to years of service after a minimum of ten years service with the CMA. It is recommended that the Board adopt Resolution 06-02 implementing the retiree health benefits policy for new employees.

**6.4.2 Draft FY 2006-2007 Work Program\* (page 53)**

In accordance with the joint powers agreement, the CMA Board must adopt a budget in March of each year. A draft budget must be released for review and comment in February. In order to prepare a budget, a work program is necessary. The attached material provides a proposed draft work program. It is recommended that the Board approve the draft work program.

**6.4.3 Community Based Transportation Plans: East Oakland and Berkeley\* (page 67)**

It is recommended that the Board authorize the Executive Director: (1) to sign a fund transfer agreement with MTC for the East Oakland and Berkeley community based transportation plans in the amount of \$120,000; and (2) to sign contracts with the selected consultant(s) in an amount not to exceed \$120,000 (\$60,000 per plan). These two plans will complete the community-based transportation planning activity identified by MTC.

**6.4.4 2006 LOS Monitoring Data Collection and Data Entry\* (page 69)**

It is recommended that the CMA Board authorize the Executive Director to execute an agreement with the selected consultant to perform traffic data collection and entry for the 2006 Level of Service (LOS) Monitoring Study in an amount not to exceed \$55,000. LOS Monitoring is performed on the CMP roadways of the county biennially. The Request for Proposals was issued on December 15, 2005 and a consultant is expected to be selected in the second week of February 2006.

\*\*\* END OF CONSENT ITEMS \*\*\*

**7.0 PLANS & PROGRAMS COMMITTEE REPORTS Information/Action 3:50 p.m.****7.1 Federal Surface Transportation Program (STP): Draft Cycle 3 Local Streets and Roads Rehabilitation Program\* (page 71)**

It is recommended that the Board approve the draft program of projects for the Cycle 3 Local Streets and Roads rehabilitation program.

**8.0 ADMINISTRATION & LEGISLATION COMMITTEE REPORTS (no items this month)****9.0 CALTRANS I-880 CORRIDOR SYSTEM MANAGEMENT STUDY 3:55 p.m.**

Caltrans staff will brief the Board on this study of the I-880 corridor, which is intended to determine what transportation strategies make the most sense and when they should be implemented. So far, the study has identified congested bottlenecks and potential causes of congestion. The next steps are to identify corridor improvements, priorities and a sequencing plan.

**10.0 OTHER BUSINESS****11.0 ADJOURNMENT 4:15 p.m.**

\* Attachment enclosed for members and key staff.

\*\* Materials will be handed out at the meeting.

(#) All items on the agenda are subject to action and/or change by the CMA Board. Times for agenda items are approximate.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

**NEXT MEETINGS**

**FRIDAY, February 10, 2006; 9:00 AM; Martinelli Conference Center, Livermore (Retreat)**

**THURSDAY, February 23, 2006; 3:30 PM; CMA Board Room, Oakland**

**THURSDAY, March 23, 2006; 3:30 PM; CMA Board Room, Oakland**

**THURSDAY, April 27, 2006; 3:30 PM; CMA Board Room, Oakland**

RESOLUTION 06-01

**Resolution of Appreciation  
Councilmember Nora Davis**

WHEREAS, Nora Davis served on the Board of the Alameda County Congestion Management Agency (CMA) from January 1993 to December 2005 and as Chair from October 1997 to September 1999; and

WHEREAS, during Ms. Davis' tenure as Chair, the CMA:

- initiated the Guaranteed Ride Home program in Alameda County aimed at encouraging alternatives to the single occupant automobile;
- partnered with San Joaquin and Santa Clara counties to begin the Altamont Commuter Express;
- adopted transportation pricing as a way to control congestion, which has resulted in the planning of the first high occupancy toll lane in Northern California on I-680;
- developed a strategy to expedite delivery of the I-680 carpool lane over the Sunol Grade, then the second most congested corridor in the Bay Area;
- authorized the development of the first countywide bicycle plan;
- began the signal interconnect on San Pablo Avenue, the initial project that has become the East Bay SMART Corridors program;
- partnered with the Alameda County Transportation Authority to develop an expenditure plan for a continuation of the transportation sales tax program;
- developed a oversight and monitoring program to support local project sponsors;
- began a series of informational sessions for the Board on critical transportation issues;
- established a website to provide the public with better access to its plans, programs and actions;
- and

WHEREAS, Ms. Davis has served with diligence, participating in many lengthy discussions affecting the future transportation system of Alameda County; and

WHEREAS, Ms. Davis has shown a commitment to improving the transportation system of the County and has been an effective advocate for the transportation needs of the citizens of Alameda County; and

WHEREAS, Ms. Davis has given freely of her time to the work of the Agency.

NOW THEREFORE BE IT RESOLVED, that the Congestion Management Agency does hereby express its appreciation and gratitude for your service to this Agency and wishes you the best in your future endeavors.

Entered into this 26<sup>th</sup> day of January 2006 in Oakland, California.

**AYES:                      NOES:                      ABSTAINED:                      ABSENT:**

**SIGNED:**

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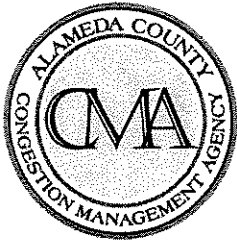
Larry Reid, Chairman

**ATTEST:**

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Christina Muller, Secretary to the Board

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**MEMORANDUM**

*January 26, 2006  
Agenda Item 5.0*

DATE: January 18, 2006  
TO: Congestion Management Agency Board  
FROM: Dennis R. Fay, Executive Director *DRF*  
SUBJECT: EXECUTIVE DIRECTOR'S REPORT

**Correspondence**

We have received the attached letters from John Kyle regarding Intelligent Transportation Systems and a truck travel center.

**Annual Retreat**

As a reminder, the Board has scheduled its annual retreat for February 10, 2006 at the Martinelli Center in Livermore from 9 am to 1:30 pm. Three agenda items are planned: (1) discussion of the various statewide infrastructure bond proposals; (2) development of a federal earmarking strategy; and (3) discussion of various MTC funding programs.

**Sacramento Report**

I have attached a report from the CMA's Sacramento representative.

**Washington, DC Report**

Congress is in recess.

**CMA Exchange Program – Status Report**

The CMA has received a total of \$42.3 million in payments from exchange project sponsors.

**Status of Corridor Studies/Projects**

I-580 HOV Lane Project – Phase 1 of the project will provide an interim eastbound HOV lane to commuters on I-580 between Hacienda Drive in Pleasanton and Greenville Road in Livermore. Preliminary engineering and at-risk design are progressing concurrently. The 35% PS&E submittal has been completed; a 65% submittal is anticipated in February, with completion of the preliminary design scheduled in spring 2006. The administrative draft environmental document was completed this fall. All comments on the administrative draft have been received from Caltrans. The consultants will respond to the comments and make changes to the draft document as appropriate. The document will be resubmitted to Caltrans and FHWA for compliance review. Upon approval of the eastbound-only environmental document, the CMA's design

consultant will proceed with final design of the Phase 1 project. As a part of this project, the CMA is also preparing a Traffic Management Plan (TMP), including Traffic Operations Systems (TOS) and Intelligent Transportation Systems (ITS) elements, for implementation in the Tri-Valley area. This TMP work will assist with traffic management during construction of the I-580 improvements and provides a foundation for bringing the Tri-Valley jurisdictions into the CMA's SMART Corridor Program.

I-580/I-680 Interchange Modifications – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant team as necessary to maintain an expedited delivery schedule. The PSR will evaluate options to address key commute movements currently experiencing significant congestion and will identify alternatives for further evaluation, including feasible options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will also be used in evaluating the ultimate improvements required for the I-580 corridor. The PSR is anticipated to be completed in late 2006. This project is being developed as an element of the RM2 I-580 Corridor Project.

I-680 HOV Lane Project – Sound wall Construction – The project is essentially completed with punch list items remaining. The contract called for completion of the project by the end of August and is now in liquidated damages. The project is one of the components of the overall I-680 corridor improvements. A detailed project status by wall group, as well as jobsite photos, is available on the ACCMA web page.

I-680 Southbound HOV Lane Project – The CMA is partnering with Caltrans on the design of this project, with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the Smart Lane components. Construction funds are programmed in the STIP for FY 2007/08.

I-680 Smart Carpool Lane Project – The results of the public outreach effort were submitted formally to Caltrans. The Categorical Exemption was signed by FHWA. The environmental document is now complete. The Joint Powers Agreement was approved by the CMA Board in December and VTA in January. Caltrans submitted comments on the draft PSR and operations analysis. The Project Fact Sheet identifying design exceptions was submitted for approval to Caltrans. The project costs have been updated. The Governing Board of the JPA met on January 9<sup>th</sup>. Mayor Wasserman was elected Chair and Supervisor Haggerty was elected Vice Chair.

I-680/I-880 Cross Connector Project – The ACTIA Board approved the transfer of sponsorship of the I-680/I-880 Cross Connector Project from the Santa Clara Valley Transportation Authority to the Alameda County CMA. The ACTIA program will provide \$940,000 in Measure B funds for the development of a Project Study Report for projects identified in the recently completed Cross Connector Study in the Fremont/Grimmer Blvd Corridor. Staff is in the process of completing the necessary agreements with ACTIA and preparing an RFP for release in late January.

Tri-Valley Triangle Analysis – The TAC continues to meet to discuss the operations model and its ability to replicate existing and future conditions. The operations and forecast models will be used to compare alternative transportation packages.

I-880 Corridor North – This project is primarily funded with RM 2 funds and will provide operational and safety improvements to northbound I-880 at 29<sup>th</sup> Avenue by reconfiguring the on- and off-ramps, as well as mitigating noise impacts of the project. The CMA's consultant team of Korve/RBF is performing the project development work. A public meeting to discuss the purpose of the project will be held on January 18<sup>th</sup> at the local school.

I-880 Corridor System Management Study – This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 Corridor to determine what transportation strategies make the most sense and when they should be implemented. The consultant team is developing various scenarios or options (set of projects) to analyze. Caltrans made a presentation on the progress of the study to the I-880 Steering Committee on November 7, 2005.

Ardenwood Park & Ride Lot Project – This project will acquire a site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. The expansion is expected to provide over 100 new parking stalls for commuters. The project is funded solely by Regional Measure 2 (RM2). The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. The environmental document for this project was approved in late 2005. An RFP for design services was issued in December, and the CMA is anticipating selection of a consultant in February. Right of way acquisition activities will continue concurrently.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor-SVRTC) – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which includes modifications to the original project such as structural engineering options that provide cost saving options along the alignment, will begin this past summer. The EIS and Supplemental EIR are expected to be complete in 2006.

Caldecott Tunnel 4<sup>th</sup> Bore - The Project Leadership Team (PLT), comprised of representatives from the ACCMA, CCTA and Caltrans continues to meet on a monthly basis to discuss the project development process for the project as well as a process for outreach to the public and other local agencies. Caltrans is finalizing the draft environmental document for release for public comment. Caltrans provided a project update at the December 2005 Board meeting.

Community Based Transportation Plan: West Oakland – The consultant prepared three draft deliverables: community outreach plan, planning process and existing transportation conditions, has been coordinating efforts with the West Oakland PAC and their Transportation and Trees and Outreach Committee and is conducting public outreach in the community. Six W. Oakland high school interns were hired to help with community outreach.

Dumbarton Rail Corridor – The consultants completed Phase 1 of the EIR/EIS process, focusing on alternatives analysis. Phase 2, which will analyze a limited number of rail alternatives and

bus alternatives, will be complete June 2006. The Dumbarton Transit-Oriented Development Corridor Working Group met on December 14<sup>th</sup> to compare development plans at existing and future station sites along the corridor. The working group discussion determined that planned development in the corridor complies with land use requirements with Resolution 3434.

Dynamic Ridesharing – Forty-one participants are currently registered in the program, and increase of 6 since last month's report. Since program inception (November 15<sup>th</sup>, 2005 through January 13<sup>th</sup>, 2006), 200 ride match requests and 8 ride matches have been made. In the last month (December 13<sup>th</sup> through January 13<sup>th</sup>), there have been 130 ride-match requests and four ride-matches made. The focus of the project now will be on building volume and registering as many people as possible.

Grand/MacArthur Corridor Transit Enhancements - CMA and AC Transit are the joint sponsors of the Regional Express Bus Program that is funded by Regional Measure 2. The work is being coordinated with the City of Oakland and Caltrans. A component of this project is the transit enhancements along the Grand/MacArthur Corridor starting at 106<sup>th</sup> Avenue and ending at Maritime for the Bay Bridge access. This project includes a Transit Operations Analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM2 funds, the Air District recently approved a TFCA grant application that was jointly submitted by CMA and AC Transit that includes \$205,000 for the installation of Transit Signal Priority components in the corridor. DKS Associates, the consultant for this project has conducted traffic engineering, transit, and system engineering analysis for this corridor, and would start the design activity based on options selected by project partners. CMA has completed a community outreach effort which took input from the City Council districts, and will do outreach with community groups and property owners that may benefit from or be impacted by the proposed improvements. The construction is expected to start in mid 2006.

Rapid Bus and SMART Corridor on International/Broadway/Telegraph - CMA staff is coordinating with AC Transit, the cities of Berkeley, Oakland, San Leandro, and Caltrans on the implementation of this new Rapid Bus Corridor. This Corridor starts at the Bay Fair BART station, in the City of San Leandro and includes portions of E. 14<sup>th</sup>/International Boulevard, Broadway, and Telegraph in the Cities of Oakland, and Berkeley. The length of this corridor is about 18 miles and is heavily used by transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement Measure B funds provided to AC Transit by ACTIA as well as RM2 funds from MTC. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. CMA is administering multiple procurement and construction contracts that are running concurrently to meet the aggressive schedule. Construction on Broadway is 90% complete. Construction for the Telegraph Avenue segment is about 35% complete. Construction on the E 14<sup>th</sup>/International segment is 20% complete. All contracts for the agency-furnished equipment have been executed and equipment is being delivered to the contractors. AC Transit has requested assistance from the CMA on construction of 20<sup>th</sup> Street/Uptown transit improvements as well as for the design and installation of additional Closed Circuit TV (CCTV) cameras at the end of all Rapid Bus lines as supplemental work. Most of this added work is scheduled to be complete by June 26, 2006. The 20<sup>th</sup> Street/Uptown project is likely to be completed after June 2006, as the bids are due on January 19, 2006 and the construction schedule is likely to extend beyond June.



Route 84 HOV – Dumbarton Corridor - MTC allocated \$2 million in RM 2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. Caltrans is nearing completion of the design of the extension of the Westbound HOV lane from Newark Blvd to I-880. CMA staff is coordinating with Caltrans to develop a strategy (both funding and management) for the construction of this project. Once a construction implementation plan is finalized, the project could go to construction in 2006.

San Pablo Avenue Corridor – The scope, schedule and implementation plan for completing the improvements to support the Rapid service have been approved by the policy committee. The CMA will be taking the lead in implementing approximately \$2.2 million in improvements funded through AC Transit and Measure B. The design of the improvements has started under the project name “San Pablo Rapid Bus Stop Improvements”. The construction is expected to start in fall of 2006 and would be completed by March of 2007.

SMART Corridors Program – The CMA Board and West Contra Costa County Transportation Advisory Committee (WCCTAC) as well as the participating agencies have adopted the plan for the Operations and Management of the current system. AC Transit, Planning areas 1, 2, and 3 are providing their share of the funding plan for the Operations, Maintenance, and Management (O&M) of the system. Discussions continue with other partners on their contributions. A possible long term funding solution was lost with the Governor’s veto of AB 1623 (Klehs). Staff will present a recommendation in the near future to preserve the investments previously made, being deployed, and proposed. A Request for Proposal for maintenance contract to assist the project stakeholders in maintaining field equipment has been issued with proposals due on January 9, 2006. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. CMA is working with emergency service providers on new incident management projects that have been funded with new grants and federal earmarks.

Guaranteed Ride Home Program – The program was initiated in April 1998. One hundred and thirty four employers and 3,741 employees are registered in the program, and 1,000 rides have been taken, including 45 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$81.08. The average trip length is 39.14 miles. The average trip distance for a rental car ride is 84 miles and the cost per rental car used is \$55. Using the rental car saves \$77 for each average 65-mile trip.

Transportation and Land Use Program (T Plus) – The CMA Board approved a scope and budget for establishing a Transit Oriented Development (TOD) technical consultant pool and a TOD project fund monitoring program. Both programs will be initiated winter 2005-2006. Seven applications were received and have been screened and evaluated for the local Transportation for Livable Communities (TLC) funds. A recommended list of projects and budgets was sent to MTC in January 2006 for inclusion in the 2006 STIP.

Countywide Bicycle Plan – At the January meeting, ACTAC discussed bicycle access to transit hubs, a recommended financially constrained network, and revenue estimates. Comments on the financially constrained network are due on January 23<sup>rd</sup>. The next Bicycle Plan Update Workshop will be held February 7<sup>th</sup> at 11:30 a.m. before the ACTAC meeting. At this meeting,

the group will discuss the financially constrained network and the prioritization process for determining high priority projects.

California High Speed Rail – The High Speed Rail Authority, in cooperation with the Federal Railroad Administration (FRA), approved the Final Program EIR/EIS in September 2005 for the statewide high-speed train system. The FRA issued a Record of Decision in November. The Authority issued a Notice of Preparation for a second tier Program EIR/EIS to help to identify a preferred alignment connecting the Bay Area to the Central Valley high speed rail system. The Authority conducted public scoping meetings in late November-early December. Scoping meetings were held in Oakland and Livermore. The deadline for comments on the NOP is December 16, 2005. The CMA took a position in October 1998 that supported an alignment through the East Bay, including the City of Oakland.

#### **Environmental Documents/General Plan Amendments Reviewed**

Since my last report, staff has not reviewed any environmental documents, notices of preparation or general plan amendments.

#### **CMA Board and Committee Meeting Dates**

Board meetings will be at 3:30 p.m. Plans & Programs Committee meetings will be at 10:30 a.m. in the CMA offices in Oakland unless otherwise noted. Administration & Legislation Committee meetings will be at 9:30 a.m. in the CMA offices in Oakland unless otherwise noted.

<u>CMA Board</u>	<u>Plans &amp; Programs</u>	<u>Administration &amp; Legislation</u>
February 10, 2006, Retreat	February 13, 2006	February 13, 2006
February 23, 2006	March 13, 2006	March 13, 2006
March 30, 2006	April 10, 2006	April 10, 2006
April 27, 2006	May 8, 2006	May 8, 2006
May 25, 2006	June 12, 2006	June 12, 2006
June 22, 2006		

#### **Voice Mail Numbers for Staff**

10	Myrna Portillo	17	Vicki Winn
11	Jean Hart	19	Christina Muller
12	Dennis Fay	21	Yvonne Chan
13	Diane Stark	22	Agnas Gooden
14	Cyrus Minoofar	24	Saravana Suthanthira
15	Matt Todd	27	Stefan Garcia
16	Frank Furger	36	Claudia Magadan

RECEIVED  
JAN 04 2006

BY:.....

*John W. Kyle*

22638 Teakwood Street  
Hayward, Ca. 94541  
Phone (510) 782-7612

January 2, 2006

A TRUE COPY AFFORDED TO:

Ms. Sunne Wright McPeak, Director  
Business, Transportation and Housing Agency  
980 Ninth St.  
Sacramento, Ca.  
95814-2719

Subject: Intelligent Design Systems ( ITS)

Surprisingly, within hours of having sent the original of the enclosed letter, addressed to Livermore City Council, dated Dec. 29<sup>th</sup>, I received "TRANSACTIONS" the periodic advisory piece circulated by Metropolitan Transportation Commission (MTC). This particular issue is dated December 2005 and January 2006, but displays only the ' January calendar' and other activities addressing transportation concerns here in San Francisco Bay Area's nine counties.

Your picture appears at the top of a column entitled "State Officials Embrace Intelligent Transportation" You are quoted as saying "We want to be the home to people with big ideas and big dreams" adding later, as a member of Governor Schwarzenegger's administration, (we are) intent on "putting the 'go' back in the Golden State."

Which is why I single you out as recipient for this letter.

It is possible that you will recall my earlier writings dealing with a belief that the land in use for aviation's limited activity at Hayward Airport, would have been better employed if in use as a Truck Travel Center. The dual purpose being, direct relief of air pollution problems as well as highly crowded conditions found upon auto freeways in MTC's area of concern. It is my belief that my recommendation for a Highest and Best Transportation Land Use Study, centered on present aviation uses at Hayward, would have been successful and would support abandonment of the desire for construction of dedicated truck lanes on the Altamont Pass.

The Altamont Pass is listed by MTC in the aforementioned mailing as the second (westbound) and third (eastbound) most congested commute routes of travel within it's area of administration.. First place is attributed to the (westbound) morning trip along I-80 between Hercules and the Bay Bridge.

Of the nine involved counties, Alameda continues to consistently experience the greatest number of accumulated travel delay hours in each of the years reported in the Cal-Trans District 4 graph printed out in the mailer. One can only wonder how that factor might appear when weighed against the population in those counties.

Despite the fact that the MTC's Regional Airport System Plan, published as RASP 1994, employed data developed in year 1990, Hayward Airport Master Plan employed the RASP 1994 information, citing it as MTC's projection for year 2020. The April 2004 date on the Hayward Airport Plan adds to the confusion

of the planning tool.. Some call it confusion, I prefer the use of the word 'incompetent'!

What really occurred was that Livermore Airport, when opened in 1965, had a main runway that was much shorter than that of Hayward. Livermore extended it's runway and the new length was first utilized in 1991. Previously, larger, heavier powered aircraft leaving Livermore had weight problems prompting an immediate brief stop at Hayward for purposes of loading fuel. That condition was cured with the opening of the runway extension. Know also that 'operations per field base aircraft' was at that time, an important management device which has found recent disfavor at Hayward.

Compounding the Master Plan confusion, is the fact that 1991 was the year of enactment of Hayward's performance based noise ordinance affecting a limited number of aircraft but interpreted as causing major loss of 'operations'. That loss was not reflected by offsetting increases at other nearby general aviation airfields. Blind to reality, pilots and field based businesses placed blame on Hayward's noise ordinance. It is almost a certainty that FAA knew but said nothing.

'Grant money' into Hayward's Airfield continues to flow! Hayward applies for and receives those grants. After all, it is free and FAA can continue to dip into it's \$15 billion annual budget for that purpose. FAA loves it, because it frightens hell out of our local council to think that in order to convert to another land use, City of Hayward, under the terms of the 1947 grant deed, would have to pay back all the grant money invested for the 20 years preceding the decision to convert. Then too, parochial minds seem to believe that if we build it up with superior improvements, 'they will come !'.

In a letter addressed to me personally by the man who was then the Western Regional Administrator, in August 2000, I was advised that even if the City met all the conditions of the 1947 deed, the FAA would fight the conversion with all the resources at his disposal! Do not depend upon intelligence being brought into the region by some governmental executives!

Despite the periodic receipt of grant money, flight operations at Hayward declined to successive new lows in years 2002, 2003 and 2004. Unless by some miracle of bookkeeping, 2005 will prove to be another new low with operations at or below 30% of the all time high, occurring prior to the runway improvements at Livermore in 1990-91.

Either creation of the Livermore Airport in mid-1960's or, Hayward Airport Master Plan's assertion that Hayward has a future, was a clear cut violation of the business principal of diminishing returns. We have too much acreage given over to 'general aviation' which, not counting Oakland International, has three airports serving 'the needs' of many recreational and comparatively small numbers of commercial aircraft users. Not to worry, the jet aircraft departing Hayward are easily able to wait for instruction from Oakland tower so that the Hayward departures do not interfere with arriving passenger aircraft. There seems to be a small problem with intrusion of Hayward departures into space required by passenger aircraft., even now, prior to expansion of Oakland International. Recently retired public works director assured local residents, that planting some trees would allay jet fuel exhaust problem created by aircraft awaiting departure instructions.

I have written much on this subject but at age 75, I have learned to recognize futility when I bump into it.

However, as a taxpayer, I am a bit annoyed by the fact that FAA spent \$30 million in year 2001 to acquire a large Livermore land parcel so that they would not need to become involved with noise complaints as they did at Hayward, where the very last noise ordinance was created. Incensed, FAA induced the Congress to prevent such future damage to aviation. I am sure action of the Congress was one of the greatest assists to intelligent transportation that we will ever experience.

So, being of Irish descent and of a rebellious nature, I send along a copy of my letter to Livermore Council in the faint hope that someone in the Bay Area or at Sacramento, will recognize an opportunity to at least recover a part of the opportunity that might have better served the region had Hayward Airport been converted. This presents, to the astute, a great opening for public demonstration of regional skills in creation of Intelligent Transportation Systems.

That reported \$30,000,000 dollar purchase of undeveloped land at the west end of Livermore's airport should and can be at least partially utilized to eliminate some of the future road projects along I-580.

Refer to the Transportation Plan for the San Francisco Bay Area entitled "**mobility for the next generation**", 2030. Pages 77 thru 88 and project reference numbers 22657, 22088 and 22013 which are listed in reverse numeric order, possibly as indication of probabilities in any dream of future funding success.

As to Don Perata's idea about passing a bond issue, I have this to say. Is he aware of the huge amount of money being sought by the shipping ports at Long Beach and L.A for the purpose of widening a single freeway at projected costs of \$30 Billion? So, out of \$40 billion in bonds, who gets what? Is it payback time for the Bridge replacement funding refusal?

Those folks in Southern California are also unable to recognize the value of a truck parking facility, close but not necessarily adjacent to the ships. If they recognized the need and were successful in getting longshoremen's union agreement to adding an extra shift, does that not mean they recognize a need for more efficient night time use of the freeway system?

So far, none seem to grasp the idea that the \$1 Billion projected costs for widening the Altamont Pass and other improvements along I-580 in the 'Tri-Valley' area, might be avoided after examination of this new proposal. Add the fact that inflation will surely heighten the money problem between the present and year 2030, with the further belief that the money would be better utilized in extensions of the BART System, at least to a Greenville Rd connection to a common ACE train station.

I would hope that you and the Governor would not blow me off with a response similar to that which you both sent me a few years back when, with wild eyed thoughts gained from participation in Hayward Airport's Master Plan backed by 30 years of real estate appraisal experience within a 40 year banking career, *I held and advocated for the belief that conversion of the airport would be an intelligent idea in aid of transportation.*

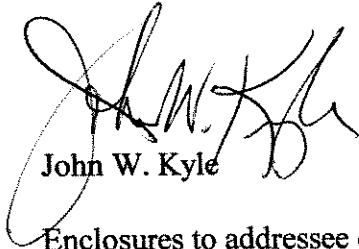
Do the intelligent thing... take the steps necessary to successfully encourage the action described in the

enclosed copy of letter to Livermore.

Given the amount of road use taxes paid by truck owners you would think that they deserved the facility described regardless of Altamont widening. I guess, their ballots are not sufficiently marked to identify themselves, or they individually fail to make their needs known. What little I know of the operations of the American Truckers Association is that, I think they probably spend too much time lobbying the ineffective congress which seems to snap to attention when FAA enters the room.

I do not knock the American Truck Association, they do a commendable job fighting inane ideas such as the reputed attempt by S.F. Regional Air Control Board of Directors and it's previous Executive Director to ban trucks during daylight hours. Just as if trucker's rather significant road use taxes did not create a political hurdle too high to surmount.

Vox clamantis in deserto! ( A voice crying in the desert!)



John W. Kyle

Enclosures to addressee only.

CC: Governor A. Schwarzenegger;  
Livermore City Council;  
Pleasanton City Council;  
Alameda County Supervisor S. Haggerty;  
Alameda County CMA;  
Metropolitan Transportation Commission;  
Contra Costa Times;  
State Senators Don Perata and Tom Torlakson; (limited enclosures)  
Mr. Will Kempton, Director at Cal-Trans..

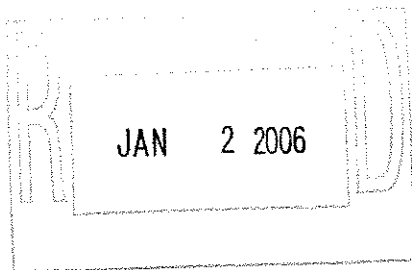
# HAYWARD AIRPORT 'OPERATIONS' HISTORY.

Note that a takeoff is an operation as is a landing. A safe flight requires two operations.

1990	1991	1992	1993	1994	1995	1996	1997	FAA Addition ?	
252,984	193,299	178,660	163,204	154,099	153,882	179,880	181,141**		
	1997	1998	1999	2000	2001	2002	2003	2004	2005
Jan	10,981	11,780	12,914	10,947	11,565	11,739	11,195	9,805	9,241
Feb	14,221	9,013	11,318	8,906	11,455	10,575	11,398	10,192	8,825
Mar	16,306	12,928	15,276	15,492	16,380	12,260	12,472	11,961	9,376
Apr	15,460	13,519	14,851	12,986	14,438	11,369	12,564	11,342	11,318
May	18,073	12,844	17,532	14,933	16,228	14,240	13,065	12,314	12,708
Jun	16,675	13,706	19,562	18,026	16,236	13,341	13,682	12,267	13,830
Jul	16,660	13,575	18,268	16,718	17,480	14,992	14,533	12,328	12,719
Aug	17,220	14,802	17,216	15,937	18,128	14,790	13,409	12,444	9,931
Sep	16,069	13,606	17,184	13,718	8,785^	13,882	14,612	12,403	10,146
Oct	15,903	15,097	17,704	12,277	12,718	14,193	13,139	12,305	98,094 Sub-total for 2005
Nov	12,375	10,733	13,100	11,095	12,202	11,988	10,769	9,885	sub-total similar period 2004
Dec	11,279	12,015	12,660	11,251	10,161	8,943	9,004	8,934	105,506
Totals	181,222**	153,618	187,585	162,286	165,774	152,312	149,842	136,180	98,094 105,056 = .933

151  
9 mos.  
- 6.7%

1 2 3



*John W. Kyle*  
22638 Teakwood Street  
Hayward, Ca. 94541  
Phone (510) 782-7612

*ALA. Co. CMA*

December 29, 2005

A TRUE COPY AFFORDED TO

Livermore City Council  
1052 South. Livermore Ave  
Livermore, Ca. 94550

Subject: Truck Travel Center opportunity !

Ladies and Gentlemen

In early part of present decade, possibly 2001, S. F. Chronicle reported FAA expenditure of \$30 million for the purpose of controlling land acquired near the airport and favoring development types unaffected by aircraft noise. It is south of I-580 in near proximity to the Fallon Rd / El Charro Rd. over crossing.

In early 1999, Metropolitan Transportation Commission (MTC) identified two sites along I-880 as potential for filling a need identified by that organization. The cited need was for a truck parking facility. Community or communities involved with the sites lacked acumen to recognize opportunity.

A truck parking facility is thought best developed by offering the land under a long term lease to professional truck parking businesses such as Petro's Travel Centers or "Flying J". The idea is to maximize the lease income by competitive bidding under conditions describing, in phases, the desired facilities which would be built by the winning bidder. Land owner would require, under the terms of the lease, those onsite amenities which would maximize the taxes on fuel sales and percentages of the gross on all other purchases or services to truck operators utilizing the various amenities on the site.

The parcel or parcels at the western end of the Livermore Airport, appears sufficiently large at an advantageous existing over crossing that minimizes traffic on local streets.. Even after addressing concerns for the environment along Arroyo Las Positas, this site would attract competitive bidding by many of the nationwide operators of such facilities. (see exhibit) (Visit Petro's at I-5 juncture with Ste Rte 99. Three ( ± ) miles north of Grape Vine, as aid in design of your specifications.)

After differentiating between a 'truck terminal' and 'truck parking' facilities, understand that in all of the counties of the MTC area of concern, not a single professionally operated truck stop exists. The opportunity for monopolistic advantages is excellent. Be conscious of the fact that although a strong profit opportunity exists at the cited location, the real benefit inuring to both Livermore and the Tri-City area, as well as Alameda County and other areas within MTC Region is of such immensity, that 'profits' are of secondary concern. We need creativity to make more effective use of our tax money!

Pleasanton and Livermore have been contending with the horrendous traffic peak hour traffic congestion along I-580 and I-680, even to the point that the "cut short" problem along interior arterials has been encouraged by Pleasanton's traffic light timing experiment .

U.S. Department of Transportation (US DOT.) has imposed regulations upon the operation of trucks



engaged in use of interstate highways. California will impose the same regulation upon it's intra-state businesses using local, short haul truck drivers.

Of themselves, the regulations are good but they contradict reality of local conditions. It is difficult for drivers to observe those regulations. Short sighted local officials, ( as in Cooper's Hayward or Union City, ) are frequently seen posting limitations or prohibition upon trucks seeking to park on local streets.

As a consequence, truck drivers join the peak evening hour traffic over the Altamont, ( as one example), in order to reach those parking facilities where they can attend to bodily needs. In the morning, we see heavy truck traffic during peak morning hours. The morning peak periods are unnecessarily burdened by the lack of opportunity for drivers to either maximize unused "book time" due to early layover outside the region, to find the needed amenity that a local facility might otherwise have provided, had it existed.

I understand that Livermore has sought a new I-580 Interchange at the extension of Rte 84 from Kitty Hawk Rd. The usual money problem is reported to me as being the stumbling block affecting that desire. I suspect, that the leased fee income, derived from the herein suggested land lease, would be sufficiently large to soon see creation of the Rte 84 interchange.

Alameda's Congestion Management Agency has assured all that the problem at Altamont will be solved **within 25 years** when the needed \$1 billion will become available. The California Alliance for jobs, has joined the clamor for a \$40 billion dollar bond issue coupled to a sales tax increase.

While the '*pixies*' of *California transportation finance* pleasure themselves with dreams of future solutions, it might be well to examine the immediate opportunity to at least study Livermore's opportunity for self assistance.

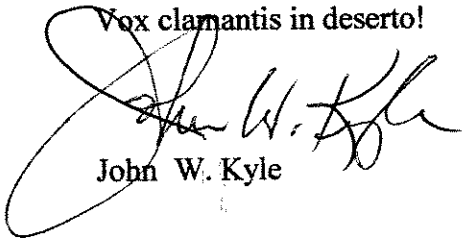
**What you need to know immediately:**

- Investment in parking facilities is quite heavy. Tightly controlled modern truck travel centers do not permit drugs, alcohol, prostitution or other unacceptable activity at these sites. Drivers, particularly those whose wives assist a husband in operation of their family business, attest to that fact by their presence on these sites. The cost to purchase, maintain and insure an inter-state long haul truck is too great to risk added insurance premiums. .
- The price of fuel and tires as well as opportunity for more efficient use of regulated driving time will eliminate much of the 'dead head' trips presently made over the Altamont in search of opportunity to meet bodily needs.
- Free parking during traffic peak period will assure success of onsite businesses such as restaurants, fuel sales, mechanical service and repair, replacement parts, pharmacy, laundry, shower facility etc..
- During non-peak periods a driver will voluntarily remain, at nominal parking fee, for the duration of his mandated daily rest period.

- Modern facilities provide hook ups, at nominal costs, to heat or cool cabs equipped with computers and small driver's use refrigerators, when sleeping or maintaining power to refrigeration unit for frozen cargo. Idling an engine in excess of 5 minutes is forbidden by law. These hook ups have become immensely popular since engines idled for an hour, typically use a minimum of one gallon of diesel fuel.
- Peak hour traffic will be alleviated by daily truck visits by 1000 or more truck movements. ( Think in terms of airport, BART and A/C Transit 'operations counts'. 500 in and 500 out.)
- Trucks voluntarily traveling at night under conditions favorable to maximization of a driver's legally permissible hours, will utilize existing roads, safely and more efficiently along routes I-580, I-680 and I-238.
- This site is sufficiently large to meet the need for relief of traffic over the Altamont as well as I-238 and I-680's Sunol grade !.
- Use the internet! Contact 'Flying J' or 'Petro's' and invite a precursory expression of interest. There is also a professional organization of truck stop owners that you might wish to contact as a means of attracting potential expressions of interest.
- Visit the Petro's site at the Juncture of I-5 and Rte 99 about three miles north of Grapevine. That property was developed and opened in 1998. Synergism produced all the other business now located in that area west of I-5

Would much appreciate your attention to this opportunity which will negate the probability that I will need to vote *against the Bond Issue if it is associated with any tax increase or intended to fund new truck lanes at Altamont Pass..*

Vox clamantis in deserto!

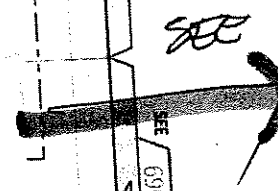


John W. Kyle

CC: Alameda County Supervisor S. Haggerty;  
Pleasanton City Council;  
All Commissioners at MTC;  
Editor at Valley Times;  
Alameda County Congestion Mgt. Agency.

Enclosures: ( 4 on 4 leaves on which two are double sided. )

LOOK!



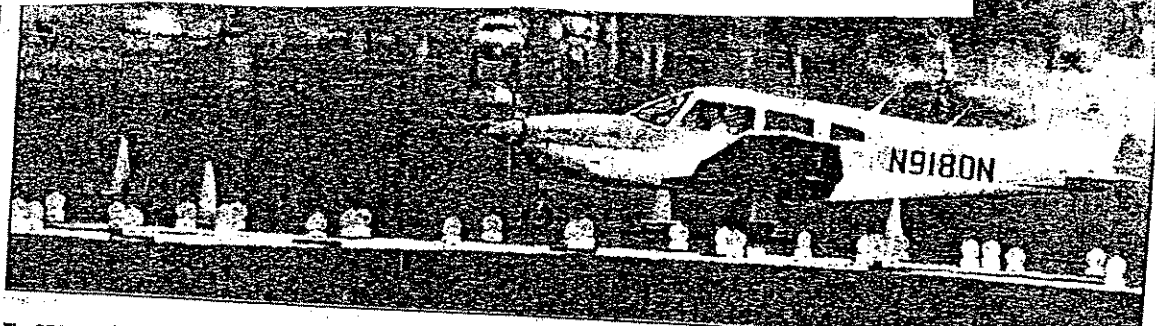
LIVERMORE

LAS POSITAS GOLF COURSE

- SEE E/D6
- 1. SHENOLLE WY
  - 2. COVACHIE WY
  - 3. MASQUE WY
  - 4. ANACHE CT
  - 5. CROM CT
  - 6. COCHISE CT
  - 7. COCHISE WY
  - 8. PAMTEE WY
  - 9. HAVASO CT

Note: Last column speaks to \$30 million for land purchase for safety buffer or, as is more likely, warehouse - industrial land use, land rents from which will be money useful in making this airfield even more profitable and hold rents down for wealthy aircraft owners.... like in Hayward ?

Well, the FAA Budget, at around \$15 BILLION, is such that,  
*Joe Lunch Bucket can afford it !*



The 253,000 takeoffs and landings logged in 1999 made Livermore the 11th busiest airport in the state. In 1990, it was the 18th busiest.

## Livermore's Airport Is Taking Off

But facility's boom is bust with neighbors

By Michael Peña  
CHRONICLE STAFF WRITER

Long before business parks and a BART station popped up a few miles to the west, Livermore's municipal airport was a popular destination for general aviators.

But as more homes sprout up in every direction and as big companies like PeopleSoft and Sybase crowd the I-580 corridor, air traffic is booming, fueled in part by corporate jets.

Takeoffs and landings requiring flight-tower assistance have doubled over the past 15 years, and many nearby residents fear that a move to upgrade airport services may lead to scheduled passenger airline service.

"For years, we have been saying that they've been flying low over Mohr Elementary School," said Susan Horne of Pleasanton.

Horne is part of a group commissioned by Pleasanton to study the noise level of planes overhead. Livermore has gone from being the 18th busiest airport in the state in 1990 to the 11th busiest last year, mostly due to flight training.

Catering, car rentals and engine repair are all services airport manager Leander Hauri would like to offer corporate jet-setters.

But first the 590-acre airport's master plan will have to be updated, a process that includes eight public meetings. Initial talks didn't go over too well with airport neighbors, who feared that the improvements could eventually by the groundwork for scheduled passenger service.

Livermore resident Mary Olah said she has seen an increase in air traffic and can understand the need to plan for the future, as long as it doesn't include scheduled passenger flights.

But she and fellow neighbors walked away frustrated last month



At left: Controller Craig De Spain kept close watch on air traffic at the Livermore Airport tower. At right: The airport is base to 580 aircraft, from single-engine planes and law-enforcement helicopters to a private jet.



from a community meeting with airport officials and consultants because discussions about such services were called off.

"I think we're skeptical about it," said Olah, who has lived less than a mile west of the airport for five years. "If it's an issue, why don't they address it and send it along?"

Hauri hopes to clear the air tonight at a community meeting to discuss scheduled passenger flights, and anticipates an update going to the City Council next month. A new master plan is scheduled to be adopted by spring of 2001.

Hauri said it is highly unlikely that the airport would host scheduled passenger flights, although one startup airline had expressed interest in coming to Livermore.

But Hauri said the Concord-based company didn't yet own any planes and that any other airline interested in Livermore could be asked to pay for millions of dollars in facility improvements, which most startups can't afford.

The Livermore airport opened in 1965 and is base to 580 aircraft, ranging from single-engine planes and law-enforcement helicopters to a private jet with a 100-foot

### AIRPORT SERVICE

The possibility of scheduled passenger service at Livermore's airport will be discussed at a meeting at 6 p.m. today at Beeb's Sports Bar & Grill, 915 Clubhouse Drive, at the Las Positas Municipal Golf Course in Livermore.

wingspan owned by Blackhawk developer Ken Belring.

The Livermore facility, as well as those in Hayward and Concord, are classified as "general aviation reliever airports" that take aircraft international airports won't.

Last year, the Livermore airport logged 253,000 takeoffs and landings, and Hauri said he expects slight increases in corporate flights to continue.

Permanent records are not kept on the type of aircraft that fly in and out of the airport, but those that require flight-tower assistance increased from 6,300 in 1984 to 13,600 in 1998.

Hauri said the airport does not track jet takeoffs and landings, but may start at some point. Such activity accounts for less than 1 per



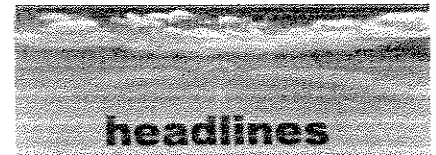
cent of tower-assisted flights.

Since 1998, the airport has received about \$30 million in Federal Aviation Administration grants, mostly to acquire surrounding land for a noise buffer zone.

The flight tower is staffed from 7 a.m. to 9 p.m., but the runway is lighted around the clock. The airport is three quarters of a mile from homes in Livermore and two miles from homes in Pleasanton.

E-mail: Michael Peña at [penam@sfgate.com](mailto:penam@sfgate.com)

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The NATSO Foundation is the research, education and public outreach arm of the travel plaza and truckstop industry.



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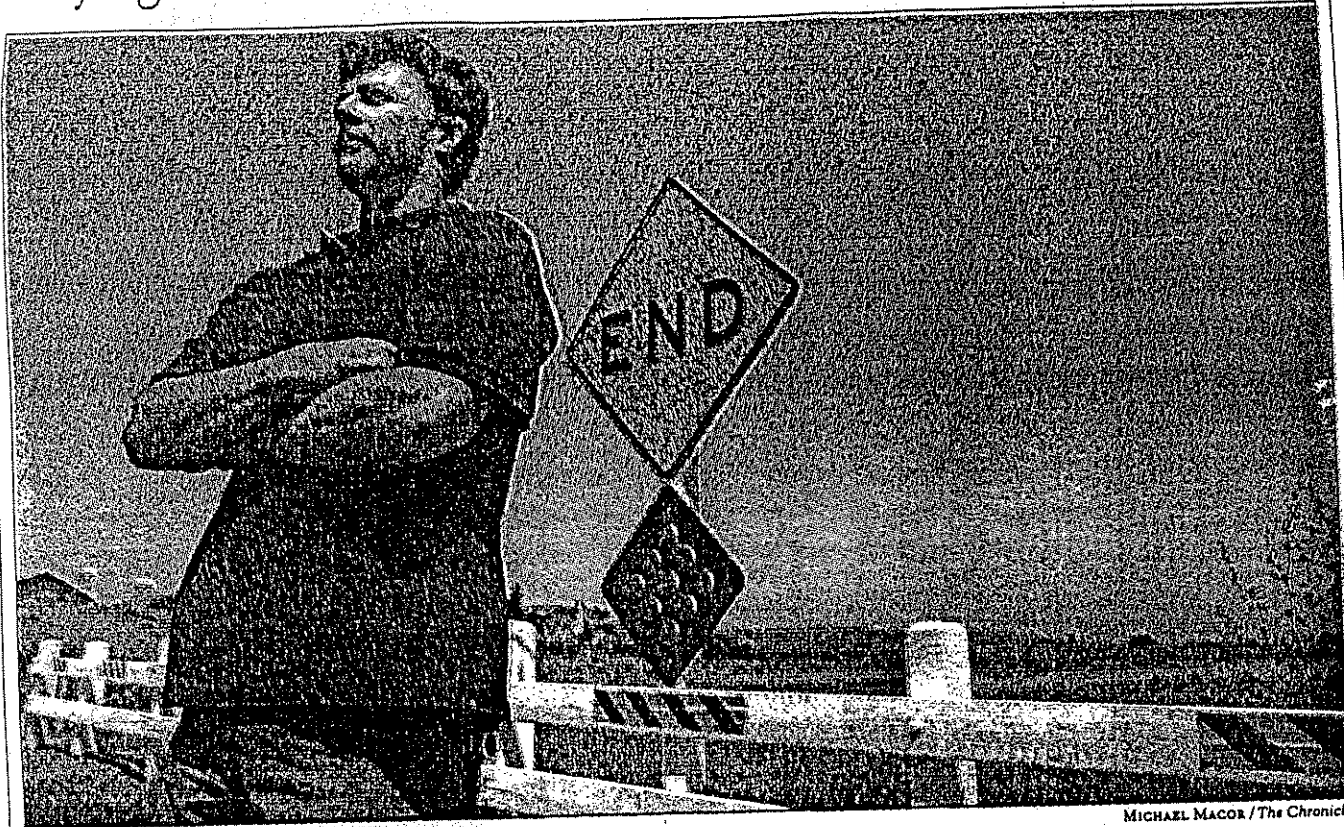
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12/27/2005

# City fights commuters' use of local streets to avoid freeway jams



MICHAEL MACOR / The Chronicle

John Carroll is a Pleasanton resident who lives near Stoneridge Drive and doesn't want local streets to be shortcuts to freeway access.

## Extreme traffic control

By **Demian Bulwa**  
CHRONICLE STAFF WRITER

One of the safest cities in the Bay Area wants to be known for its mean streets.

Pleasanton is throwing up roadblocks to beat back the 1,500 commuters — known as “cut-throughs” — who flee jammed Interstates 580 and 680 each afternoon for smoother sailing on city streets. Obstacles include metering lights that limit the number of cars on a road, signals that favor locals and the region's only stoplight that punishes speeders. There's even talk of fast-pass lanes for residents only.

“Residents want us to shut it down,” Mayor Tom Pico said of the practice. The city isn't being parochial, he said, but is making a political statement in favor of

wider freeways that would make the city less of a spillway.

Pleasanton once attracted residents seeking to escape congestion. Now it's an extreme example of roadway activism in the Bay Area, where cities are at the mercy of the flow, and overflow, of cars. Motorists are always looking for shortcuts, even if it means commuting through someone's neighborhood.

Such fights are being waged in other cities, such as Palo Alto, where residents in some neighborhoods have been bitterly divided over traffic barriers. Berkeley turned down free money for traffic signals it believed would reward cut-throughs. Both Walnut Creek and Concord delay drivers using Kirker Pass Road; neither wants to be known as the smoother route.

Cut-through traffic wasn't a problem in Pleasanton until the 1990s, when the city and surrounding area experienced tremendous growth and the freeways quickly grew clogged with commuters.

But no city is taking the problem as seriously as Pleasanton, where residents have made it one of the key issues in the November election — where three of five council seats are up for grabs — as well as a source of constant chatter at cafes, public events and soccer games.

The question divides neighborhoods, is factored heavily into

home construction and fuels a debate over whether the city should stop building freeway connections. Citizens who pore over planning documents sprir terms like “subregional collector road” into casual conversation.

The efforts to discourage throughs, many of whom commute from the Central Valley

► PLEASANTON: Pag

SF CHRONICLE 6-7-04

# Pleasanton puts up obstacles to stop cut-throughs

► PLEASANTON  
From Page B1

Silicon Valley, are seen as creative and vital by some, selfish and parochial by others. Comparing commute streams to real streams, regional traffic officials say dams in Pleasanton mean floods elsewhere.

"It's innovative, it's cute, it's fancy," said Alameda County traffic chief Bob Preston. "But if all of us did it, we'd have a serious bottleneck."

Pleasanton traffic chief Jeff Knowles, who concedes he places a higher priority on local than on regional traffic, has stopped attending meetings of the Alameda County Congestion Management Agency, which plans and funds roadway construction.

"They don't have a vision that has freeways moving again," Knowles said of the agency. He said forcing cars back onto freeways keeps the pressure where it should be.

Dennis Fay, the agency's executive director, said nearly \$1 billion is earmarked for improvements to Interstates 580 and 680 and to Highway 84, which links I-580 in Livermore with I-680 just south of Pleasanton, in the next 25 years. Traffic lanes will be added as well as carpool lanes and lanes for big rigs climbing grades, he said.

"It seems to me Jeff is operating with less than full information," Fay said. And while he called Pleasanton's efforts to curb the cut-throughs "local government at its best," he added that "the danger is all-out traffic wars."

Pleasanton, like other cities, has found that the fight against cut-throughs is excruciatingly tough. The measures can be equally punitive to the locals they are intended to help — if not more so. And grippers can be guilty themselves.

Cut-through traffic wasn't a problem in Pleasanton until the 1990s, when the city and surrounding area experienced tremendous growth and the freeways quickly grew clogged with commuters. Many commuters now use Pleasanton streets every day, regardless of the freeway flow.

Officer Steve Creel of the California Highway Patrol, which last

year named a special team to deal with county cut-through routes in the area, said he recently pulled over a woman doing 65 mph on Altamont Pass Road, a two-lane country road that parallels I-580 and allows speeds up to 45 mph. The woman had just traversed Pleasanton and Livermore using only surface streets.

"Her comment was, 'This is the way I go now.' But it was Saturday. The freeway was clear," Creel said.

The CHP team — five officers and a sergeant — is not "discouraging people from taking secondary routes," he said. "But you have to change your behavior. You can't drive like it's a freeway."

Pleasanton recently counted its cut-throughs by having staff members tail cars at off-ramps. The study found cut-throughs comprised 15 percent of traffic exiting freeways, but just 2 percent of all city traffic during those hours. Other studies show that sticking to the freeways is generally faster than taking city streets, but that doesn't matter to many culprits.

"Studies also show I'll go crazy if my wheels aren't turning," said Luke King, a 34-year-old construction company purchaser who commutes from Tracy to San Jose.

Pleasanton not only nudges the cut-throughs toward large thoroughfares but slows them down in hopes of persuading them not to come at all.

A metering light on westbound Vineyard Avenue at Ruby Hill Drive allows just 200 cars per hour to enter the city from southern Livermore each morning. Further west, a traffic light on Vineyard senses speeders and punishes them by holding them for 15 seconds at a red light.

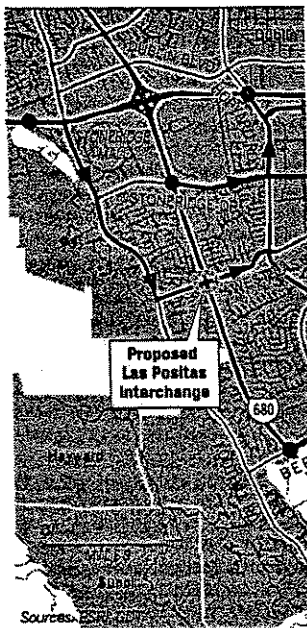
To the north, at Stanley Boulevard and Bernal Avenue, Pleasanton's traffic engineers have rigged the signal light to favor local traffic over those coming from Livermore — much to the chagrin of those in the neighboring city.

"They view Livermore residents who use their streets as part of the problem," complained Livermore senior transportation engineer Bob Vinn.

But nothing stirred as much controversy as the Sunol Boulevard Traffic Metering Project, which limited the number of cars



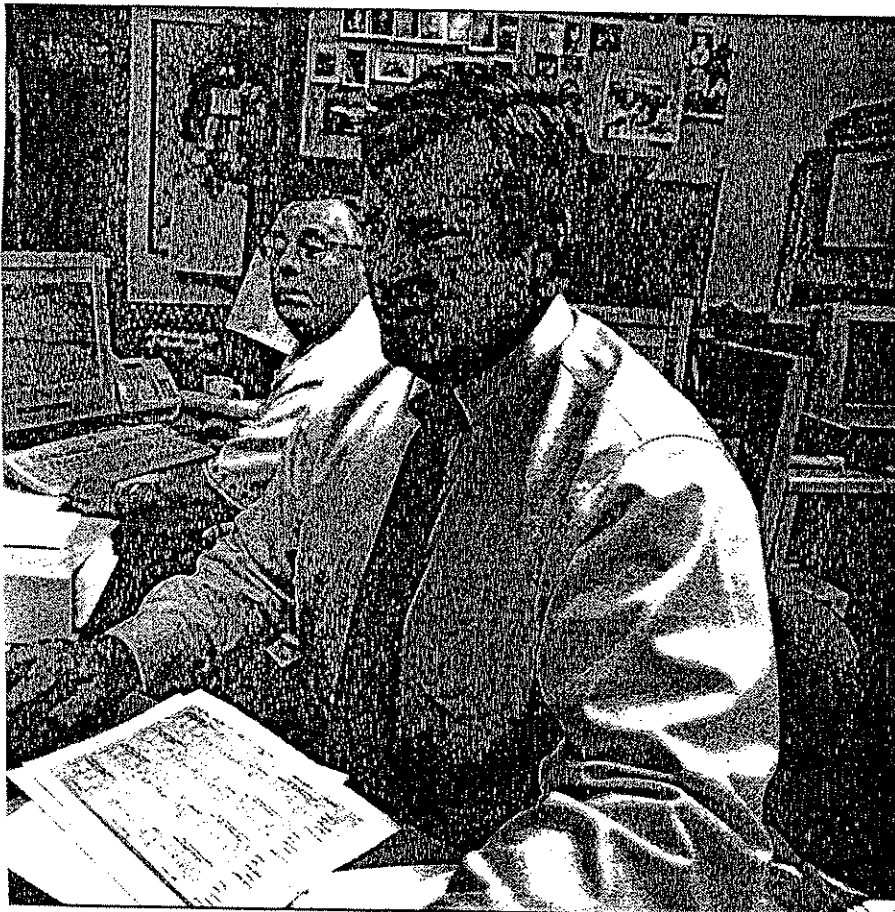
Pleasanton traffic chief Jeff Knowles



that can exit I-680 in Pleasanton. The signal on northbound Sunol — the city's No. 1 cut-through route — was so effective that it backed up traffic on the freeway.

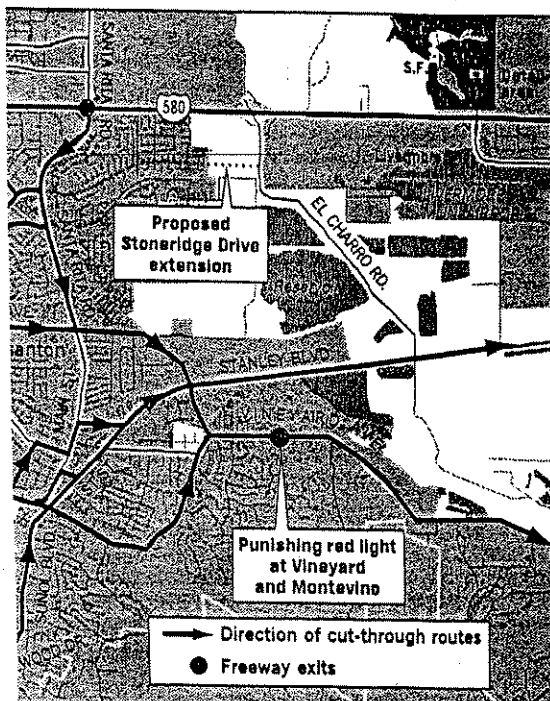
State transportation officials and the CHP cried foul — arguing that the resulting backup was dangerous — and some of the same





KIM KOMENICH *The Chronicle*

ound) and his colleague, Bob Hudson, scan feeds from more than 70 remote cameras.



*Chronicle Graphic*

residents angry about s howled that they home. Because of the metering stopped last nine months. "worked," Mayor Pico 'be that people in our will do what it takes." e debate on cut-

through traffic is dominating an update of the city's General Plan for growth. Residents near the west end of West Las Positas Boulevard and the east end of Stoneridge Drive don't want the roads to connect with I-680 and I-580.

"If we lay out a welcome mat, we can expect people to use it,"

said John Carroll, 43, who lives off Stoneridge and plans to launch a Web site opposing its extension.

Stoneridge was designed as a major thoroughfare with sound walls, but Carroll said the extension "would be criminal. It would ruin the neighborhood."

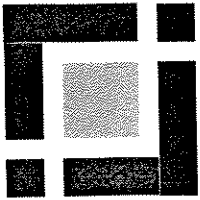
Others favor the extension, saying Stoneridge residents need to accept their fair share of cut-throughs. Retiree Judy Symcox, who lives in a neighborhood that might benefit if the extension draws drivers away from it, responded, "Hypocrites! I'm tired of these Johnny-come-latelies trying to change things."

The divisiveness of the debate became clear when Pleasanton Chamber of Commerce President David Bouchard spoke in favor of the extension during a General Plan workshop in March. Bouchard was booed so loudly by opponents — who wore red shirts to indicate they want to stop growth — that Pico ended the meeting.

Even Pleasanton traffic chief Knowles, who angers outsiders with his extreme traffic experiments, often finds himself harangued by locals. A traffic engineer is about as popular as a dentist, he said, in a world where "every green light means a red light for someone else."

E-mail Demian Bulwa at [dbulwa@sfgchronicle.com](mailto:dbulwa@sfgchronicle.com).





## Lynn M. Suter

and Associates

Government Relations

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January 18, 2006

TO: Dennis Fay, Executive Director  
Alameda County Congestion Management Agency

FR: Lynn M. Suter & Associates

RE: Legislative Update

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With the release of the Governor's ambitious Strategic Growth Plan that would tie-up the state's bond capacity for the next ten year and beyond, every capital project imaginable is being unearthed. While efforts are being made to at least place the transportation or the education piece on the June ballot, it is beginning to appear that everything will slip back to November. There is not enough time to cobble this package together.

The following is an overview of the Governor plan for transportation as well as a summary of the transportation budget. If you would like additional information about any element of the Governor plan, or Senator Perata's SB 1024, please give us a call.

**Governor's Strategic Growth Plan:** Governor Schwarzenegger unveiled his Strategic Growth Plan for California. Using existing resources, new user fees, and private investment, the Governor plans to leverage \$68 billion in general obligation bonds to finance a \$222 billion investment plan that covers the next 10 years. The Governor also proposes to cap the amount of resources that can be used for debt service to 6% of revenues. The Plan spreads the bonds out over the next five election cycles as follows:

	2006	2008	2010	2012	2014	Total
Transportation	\$6.0	\$6.0				\$12.0
Education	\$12.4	\$4.2	\$7.7	\$8.7	\$5.0	\$38.0
K-12	(\$7.0)					(\$26.3)
Higher Ed	(\$5.4)					(\$11.7)
Water & Flood Control	\$3.0		\$6.0			\$9.0
Public Safety	\$2.6		\$4.2			\$6.8
Courts & Other Public Infrastructure	\$1.2		\$1.0			\$2.2
Total	\$25.2	\$10.2	\$18.9	\$8.7	\$5.0	\$68

**Strategic Growth Plan for Transportation:** The Governor's Strategic Growth Plan for transportation outlines an investment of \$107 billion over the next 10 years. The plan omits any credible investment in public transportation or local transportation projects, and does not address issues such as housing and infill development. This investment includes the following assumptions for existing revenue sources, new bond money, and private investment:

- \$47 billion from existing funding sources. *This includes Proposition 42 funds, federal SAFETEA-LU funds, existing state fuel excise tax and weight fees, and tribal gaming bonds.*
- \$48 billion in new funding would result from leveraging existing funds. *The new funds consist of new and extended local transportation sales tax programs, operational savings realized through using design-build contracting, and revenue generated through public/private partnerships. The Governor also counts \$3.1 billion in GARVEE bonds in the out years of the 10 year plan as new revenue. Additional "new" revenue would be realized in 2015 when the Plan would use 25% of existing gas tax and weight fee revenue to securitize bonds. This would generate approximately \$14 billion for transportation projects.*
- \$12 billion in new bond funds to attract increased federal, local and private funding. *Half of these bonds would be placed on the June 2006 ballot with the remaining amount appearing on a 2008 ballot.*

The Governor's investment plan for transportation is outlined in AB 1838 (Oropeza). This bill contains all aspects of the Governor's transportation proposal, including the bond proposals, design-build and design sequencing contracting proposals, and the toll road and toll lane proposals. ACA 4 (Plescia) contains the Governor's proposal for "fixing" Prop 42.

ACA 4 would simply repeal the ability for the Governor and Legislature to suspend the transfer of Prop 42 funds when a fiscal emergency is declared. This proposal does not address the need to further tighten the restriction on loaning transportation funds to the general fund.

*AB 1836 would enact the Governor's transportation proposal and contains the following elements:*

**Planning process:** The Governor's plan for transportation would create a new transportation programming process parallel to the existing STIP process. As specified in AB 1836, projects funded by the Governor's plan would be selected by Caltrans and the BT&H Agency and adopted by the CTC. The projects must be on the state highway system or be a "focus route" project, which are non-interstate routes that connect two urban areas. While a regional agency may request the CTC to substitute a project on the Caltrans list, the CTC must adopt findings that the project is more consistent with the

adopted guidelines. In addition, the allocation of funds for a substitute project must receive the concurrence of Caltrans and approval by the CTC. The bill does not allow a local agency to directly request a substitute project.

Not only does the Governor's proposal create a new planning process, the bond revenue included in AB 1838 would be exempt from the traditional funding guarantees. These guarantees include the north-south split requirement, the county share calculation, and the SB 45 state/regional split. In some instances these funds would also not be counted in the STIP fund estimate. As a consolation, the guidelines require Caltrans to consider "a reasonable geographic balance at the system and project level" when selecting projects.

***\$12 billion in general obligation bonds:*** AB 1836 would place \$6 billion on the ballot in 2006 and \$6 billion on the ballot in 2008. The 2006 bond proposal would include the following funding elements:

- \$1.7 billion for performance improvements to the state highway system.
- \$1.3 billion for safety and rehabilitation projects of the state highway system.
- \$300 million for corridor mobility project, which include operational improvements and system management strategies that reduce congestion.
- \$200 million for intelligent transportation systems and other technology based projects
- \$400 million for intercity rail projects.
- \$100 million for bicycle and pedestrian projects, including park & ride projects. These projects must be included in a regional transportation plan.
- \$1 billion for mitigation projects. These projects must reduce air pollution from both publicly and privately owned vehicles.
- \$1 billion for transportation infrastructure projects that improve the flow of goods and services, as well as enhancing environmental quality, to port facilities.

The Governor proposes to place an additional \$6 billion bond act on the 2008 ballot for the following purpose:

- \$3.6 billion for performance improvements to the state highway system
- \$200 million for safety and rehabilitation projects.
- \$100 million for intercity rail projects.
- \$100 million for bicycle and pedestrian projects.
- \$2 billion for transportation infrastructure projects that improve the flow of goods to and from ports.

***\$14 billion revenue bond secured by State Highway Account funds.*** In 2012, the Governor proposes to place on the ballot a proposal to issue \$14 billion in revenue bonds. This proposal would dedicate up to 25% of both the fuel tax revenue and the weight fee revenue deposited into the State Highway Account to secure the revenue bonds. This amount could not exceed \$1.025 billion per year. While all projects that receive funds from these revenue bonds must be included in a regional transportation plan, the projects would be selected by Caltrans and BT&H and approved by the CTC. A regional

transportation agency could propose a substitute project. These funds would also be exempt from north-south split, county share, and SB 45 funding guarantees.

***Design-Build Contracting:*** AB 1838 would allow Caltrans, any regional transportation agency, any transportation authority created under PUC Section 180000, and Santa Clara VTA to utilize design-build contracting for any transportation project. The provisions for using design-build follow the “boiler plate” design-build language utilized by select counties and cities, as well as transit agencies. However, AB 1838 does not include a sunset date or limit design-build contract to dollar threshold.

***Toll Roads & Toll Lanes:*** AB 1838 expands the ability for Caltrans and regional transportation agencies to enter into public/private partnerships for constructing toll lanes, HOT lanes, or toll roads. The language specifically states that these provisions should not affect the ACCMA’s ability to implement HOT lanes as provided in existing law. Unlike provisions in the ACCMA’s authority, these provisions do not allow for toll revenue to be used for mass transportation services in the toll corridor, and they do not specifically exempt bus service from the toll requirements. However, AB 1838 would allow regional transportation agencies to develop and operate bus only lanes and charge a toll for other users of the bus only lane.

### ***SB 1024 (Perata): The Safe Facilities, Improved Mobility and Clean Air Bond Act of 2006:***

Countering the Governor’s proposal, Senate President Pro Tem Perata introduced SB 1024 last year. As proposed to be amended, SB 1204 would place a \$13.125 billion bond proposal on the ballot in 2006. These funds would be used to address a wide range of infrastructure needs ranging from transportation to flood control and housing. The allocation of these funds would rely primarily on existing planning and allocation processes. While not in print, the following outlines the programs that SB 1024 would fund:

#### **The Safe Facilities Account: \$2.250 billion**

Levees and Local Flood Subvention Funds:	\$1,200 million
Transit Security Program:	\$ 500 million
Grade Separation Projects:	\$ 325 million
Local Bridge Seismic Retrofit Funds:	\$ 125 million
Port Security Grant Program:	\$ 100 million

#### **The Improved Mobility and Clean Air Account: \$8.300 billion**

Proposition 42 Repayment:	\$2,300 million
Trade Corridor Improvements:	\$2,000 million
STIP Augmentation:	\$1,500 million
State and Local Partnership Program	\$1,000 million

Hi-Speed Rail:	\$1,000 million
Port Air Quality Improvement (Moyer Funds):	\$ 400 million
EEMP Funds:	\$ 100 million

**The Affordable Housing, Infill and Transit Oriented Development Account: \$2.575 billion**

Affordable Housing Subsidy:	\$1,400 million
Infill Incentives and Planning Funds:	\$1,000 million
TOD Program:	\$ 400 million

## **Governor's Proposed Transportation Budget**

- **Hydrogen Highways:** \$6.5 million in Motor Vehicle Account funds is allocated to the Air Resources Board to continue the implementation of the Hydrogen Highway. These funds would be used to help construct three fueling facilities and to leverage federal funds to purchase five hydrogen fueled buses to be used by public transit agencies.
- **State Transit Assistance:** The budget provides \$235 million for State Transit Assistance (STA), which provides operating funds for public transit operators. This is a \$35 million increase over the current year. While the "spill over" is expected to reach \$325 million in 2006-07, none of it will be deposited into the Public Transportation Account or STA. Last session the Governor and the Legislature agreed to retain the first \$200 million in spill over funds in the general fund and to divert the next \$125 million to the Toll Bridge Retrofit Program. Spill over occurs when revenues from gasoline sales tax exceeds \_ percent of the sales tax generated on all taxable sales.
- **Proposition 42:** The Budget fully funds the Proposition 42 by transferring \$1.4 billion in fuel sales tax revenue from the general fund to transportation programs. This transfer will provide \$678 million for Traffic Congestion Relief Program (TCRP) projects, \$582 million for STIP projects and \$146 million for the Public Transportation Account. Pursuant to prior funding agreements cities and counties are not scheduled to receive a Prop 42 allocation for local streets and roads in 2006-07 and 2007-08.
- **Prop 42 Loan Repayments:** The budget proposes to use \$920 million in general fund revenue to partially repay one year early Prop 42 loans made to the general fund. The repayment plan would allocate \$582 million to STIP projects, \$410 million to TCRP projects, and \$255 million would be split between cities and counties for local street and road maintenance projects. No funds would be used to repay the Public Transportation Account and State Transit Assistance.

- **New federal funds:** The budget estimates that SAFETEA-LU will provide California an additional \$975 million in transportation funds in the current budget year and in the 2006-07 fiscal year.
- **Tribal Gaming Bonds:** Litigation continues to hold-up the sale of \$1 billion in bonds financed by the new tribal gaming compacts. In the event that these bonds are sold an additional \$465 million would be deposited into the State Highway Account, \$290 million would be available for TCRP projects, and \$122 million would be allocated to Public Transportation Account for transit capital projects, and cities and counties would split \$122 million for local streets and roads.
- **High-Speed Rail Authority:** The budget provides \$1.3 million to continue the operations of the Authority. The Governor also proposed to indefinitely postpone the vote on the \$9.9 billion High-Speed Rail Bond Act that is currently on the November 2006 ballot.

CMA BOARD  
MINUTES OF DECEMBER 22, 2005 MEETING  
Oakland, California

January 26, 2006  
Agenda Item 6.1

Chair Reid convened the meeting of the CMA Board at 3:30 p.m.

**1.0 ROLL CALL**

Muller conducted roll call to confirm a quorum. The Roll Call Roster is attached.

**2.0 PLEDGE OF ALLEGIANCE**

**3.0 PUBLIC COMMENT**

There were no public comments.

**4.0 CHAIR'S/VICE-CHAIR'S REPORT**

There were no reports.

**5.0 EXECUTIVE DIRECTOR'S REPORT**

Fay reviewed the Executive Directors Report providing an update on the CMA's Vehicle Registration Fee proposal and discussing the California Alliance for Jobs principles for an infrastructure bond. Fay also introduced Mayor Ruth Atkin to the CMA Board as the new member from Emeryville.

**6.0 CONSENT CALENDAR**

6.1 Meeting Minutes November 17, 2005

6.2 Financial Reports: November 2005

6.3 Plans & Programs Committee

6.3.1 State Transportation Improvement Program (STIP): Allocation Deadline Extension Request for Union City Intermodal Station

6.4 Administration & Legislation Committee

6.4.1 Executive Director's Salary and Benefits for 2006

6.4.2 Disadvantaged Business Enterprise (DBE) Program: Fiscal Year 2004-05 Report

6.4.3 Sacramento Representative Contract: Lynn M. Suter & Associates

6.4.4 Washington, DC Representative Contract: Copeland, Lowery, Jacquez, Denton & White

6.4.5 I-580 HOV Lane Project: Transportation Management Plan (TMP) During Construction – Memorandum of Understanding

6.4.6 E. 14<sup>th</sup>/International/Telegraph Rapid Bus Project: Amendment to Agreement with AC Transit for Additional Work

6.4.7 E. 14<sup>th</sup>/International/Telegraph Rapid Bus Project: Change Orders with Ray's Electric, Rosendin and Steiny for Additional Items of Work

6.4.8 E. 14<sup>th</sup>/International/Telegraph Rapid Bus Project: Fund Transfer Agreement with MTC

6.4.9 East Bay SMART Corridors Maintenance Contracts

6.4.10 2006 CMA Legislative Program

**6.5      Follow-up to Previous Board Actions**

**6.5.1    Authorization Relative to Agreements with Caltrans**

Sullivan requested to pull Agenda Item 6.4.5. After a brief discussion a motion was made by Worthington to approve the Consent Calendar less item 6.4.5; a second was made by Blalock. The motion passed unanimously. After clarification on item 6.4.5, a motion was made by Blalock with a second by Cooper to approve this item.; the motion passed unanimously.

**7.0      PLANS & PROGRAMS COMMITTEE REPORTS**

**7.1      Transportation for Livable Communities (TLC) Program**

Stark requested that the Board authorize the Plans and Programs Committee to approve the final Transportation for Livable Community (TLC) program of projects on January 9, 2006. This schedule allows time to meet the MTC deadline of January 17, 2006. TLC projects are funded by Transportation Enhancement (TE) funds that are programmed into the 2006 STIP. She reviewed the list identifying seven projects requesting a total of \$16.3 million out of a \$7.0 million TLC budget. The final program recommended by the Plans and Programs Committee on January 9<sup>th</sup> will be submitted to MTC. A motion was made by Worthington to approve staff recommendations; a second was made by Blalock. The motion passed as follows: (28 – aye, 1 – nay, 5 – absent, 0 – abstain) *AC Transit (1) – aye, Alameda County (3) – aye, City of Alameda (1) – aye, City of Albany (1) – aye, BART (1) – aye, City of Berkeley (2) – aye, City of Dublin (1) – aye, City of Emeryville (1) – aye; City of Fremont (4) – absent, City of Hayward (3) – aye, City of Livermore (2) – aye, City of Newark (1) – aye, City of Oakland (8) – aye, City of Piedmont (1) – absent, City of Pleasanton (1) – nay, City of San Leandro (2) – aye, City of Union City (1) – aye.*

**8.0      ADMINISTRATION & LEGISLATION COMMITTEE REPORTS**

**8.1      CMA Board Retreat**

Fay advised the Board that the retreat has been scheduled for Friday, February 10, 2006 in the morning at the Martinelli Center in Livermore. Fay reviewed the suggested agenda, which focuses on State legislation and a federal earmark strategy. Haggerty suggested adding an agenda item to discuss MTC's funding programs. A motion was made by Maris to approve the Retreat Agenda with Haggerty's addition; a second was made by Worthington. The motion passed unanimously.

**8.2      I-680 Smart Carpool Lane: Joint Powers Agreement**

Hart advised the Board that State legislation authorizes the CMA, ACTIA and Santa Clara VTA to develop a JPA to construct, operate and maintain a high occupancy toll lane in the southbound I-680 corridor starting in Sunol and ending in Milpitas. Principles adopted by the Board in January and the interim I-680 policy advisory committee, were used to develop the JPA. The JPA has been approved by ACTIA, and VTA will act in January 2006. It is recommended that the Board authorized the Chair to sign the final JPA. The Policy Advisory Committee will be replaced by the JPA Board. The Chair confirmed that the members of the I-680 Policy Advisory Committee will serve as members of the JPA Board. A motion was made by Haggerty authorizing the CMA Chair to sign the JPA; a second was made by Blalock. The motion passed unanimously.



### 8.3 I-680/I-880 Cross Connector: Project Study Report

Todd presented the following action items to the Board:

1. Authorize the Executive Director to execute all necessary agreements required to secure the \$940,000 of ACTIA Measure B funding for the Project Study Report (PSR) and preliminary engineering for the I-680/I-880 Cross Connector project along Fremont/Grimmer Boulevard.
2. Authorize the Executive Director to execute all necessary agreements required to complete a Project Study Report (PSR) and preliminary engineering for the I-680/I-880 Cross Connector project along Fremont/Grimmer Boulevard in an amount not to exceed \$940,000, less CMA costs of managing the contract.

A motion was made by Haggerty to approve the two action items; a second was made by Blalock. The motion passed unanimously.

### 8.4 Sound wall Design: I-580 San Leandro Sound walls and I-580 Oakland Soundwall at 14<sup>th</sup> and Ardley

Todd requested that the CMA Board authorize the Executive Director to execute all necessary agreements required to complete the design of the freeway soundwalls along I-580 in San Leandro (Estudillo to 141<sup>st</sup>) and in Oakland (14<sup>th</sup> and Ardley) in an amount not to exceed \$1,017,000. Funding for this project was approved by the CMA Board as part of the overall 2006 STIP programming strategy. A motion was made by Haggerty to approve staff recommendations; a second was made by Cooper. The motion passed unanimously.

### 9.0 CALDECOTT TUNNEL 4<sup>TH</sup> BORE

Cristina Ferraz of Caltrans provided a presentation and the status of this project and the draft environmental document that is scheduled for release in early 2006.

### 10.0 OTHER BUSINESS

There were no reports.

### 11.0 ADJOURNMENT

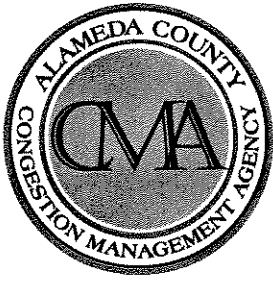
1:00 p.m.

Chair Reid adjourned the meeting until *Thursday, January 26, 2006 at 3:30 pm.*

Attest By:



Christina Muller, Board Secretary



# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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## CMA BOARD MEETING ROSTER OF MEETING ATTENDANCE December 22, 2005 CMA Board Room, Oakland, California

CMA BOARD MEMBERS	Initials	ALTERNATES	Initials
Larry Reid, Chair – City of Oakland	<i>LR</i>	N/A	
Scott Haggerty, Vice Chair – Alameda County Supervisor	<i>SH</i>	N/A	
Dolorez Jaquez – AC Transit	<i>dj</i>	Rebecca Kaplan – AC Transit	
Tom Blalock - BART	<i>MB</i>	Zoyd Luce, BART	
Nate Miley – Alameda County Supervisor	<i>NM</i>	N/A	
Beverly Johnson – City of Alameda	<i>BJ</i>	Frank Matarrese, City of Alameda	
Allan Maris, City of Albany	<i>AM</i>	Farid Javandel, City of Albany	
Kriss Worthington – City of Berkeley	<i>KW</i>	Tom Bates - City of Berkeley	
Janet Lockhart, City of Dublin		Kasie Hildenbrand, City of Dublin	
Ruth Atkin – City of Emeryville	<i>RA</i>	Ken Bukowski – City of Emeryville	
Robert Wasserman – City of Fremont		Dominic Dutra – City of Fremont	
Roberta Cooper – City of Hayward	<i>RC</i>	Olden Hensen - City of Hayward	
Marshall Kamena – City of Livermore		Marjorie Leider – City of Livermore	<i>MRL</i>
Luis Freitas – City of Newark	<i>LF</i>	Ana Apodaca – City of Newark	
Jeff Wieler – City of Piedmont		Dean Barbieri – City of Piedmont	
Jennifer Hosterman – City of Pleasanton		Matt Sullivan – City of Pleasanton	<i>MS</i>
Shelia Young – City of San Leandro		Orval Badger – City of San Leandro	<i>OB</i>
Mark Green – City of Union City	<i>MG</i>	Manual Fernandez – City of Union City	

CMA STAFF	
Dennis Fay, Executive Director	<i>DF</i>
Frank Furger, Deputy Director	<i>FF</i>
Jean Hart, Deputy Director	<i>JH</i>
Cyrus Minoofar, Principal Trans. Engineer	<i>CM</i>
Matt Todd, Senior Trans Engineer	<i>M.T.</i>
Diane Stark, Senior Trans Planner	<i>DS</i>
Saravana Suthanthira, Assoc Trans Planner	
Yvonne Chan, Accounting Manager	
Christina Muller, Office Mgr, Board Secretary	<i>CM</i>
Zack Wasserman, Wendel, Rosen, Black & Dean	<i>ZW</i>
Neal Parish, Wendel, Rosen, Black & Dean	<i>NP</i>
Stefan Garcia, Principal Trans Engineer	<i>SG</i>
Pamela Schuck Minter WRB+D	<i>PS</i>



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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CMA BOARD  
DECEMBER 22, 2005  
ROSTER OF MEETING ATTENDANCE  
CMA OFFICES, OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Cristina Ferraz	Caltrans	286-3890	cristina.ferraz@dot.ca.gov
2. Mark Zabaneh	Caltrans	510-622-1717	
3. Greg McConnell	"	510-286-5216	
4. Cyrus Minorar	STAFF		
5. Dawn Angel	Alameda County #1	510-272-6691	
6. Bob Vinn	Livermore	925-960-4516	bvinn@ci.livermore.ca.us
7. JEFF KNOWLES	PLEASANTON	925-931-5677	jknowles@ci.pleasanton.ca.us
8. Harlie Langdon	HAYWARD NRS.		
9. Joanne Parker	BART	510-287-4795	jparker@bart.gov
10. Van Garrett	Ed R. Campus	510-841-1776	jgarrett@ci.berkeley.org
11. Natali Chaffey	Oakland	238-2129	nchaffey@oaklandnet.com
12. Gregory Hunter	Oakland Redevelopment Agency		ghunter@oaklandnet.com
13. Mike Bernick	Sedgwick Dept		mbernick@sedgwick.com
14. Lanny Gaulters	City of Oakland	238-6174	lgaulters@oaklandnet.com
15. Kathy Kleinbaum	City of Oakland	238-7185	kkleinbaum@oaklandnet.com
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**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY**  
**TOTAL REVENUE & EXPENDITURE REPORT**  
**December 2005**

January 26, 2006  
 Agenda Item 6.2

Project Description	Period to Date Actual	Year to Date Actual	Year to Date Budget	% Used	Budget Variance
Fees - City of Alameda	-	11,505	22,946	50.14%	11,441
Fees - City of Oakland	-	63,277	126,201	50.14%	62,924
Fees - City of Piedmont	-	1,710	3,410	50.15%	1,700
Fees - City of Pleasanton	-	10,310	20,517	50.25%	10,208
Fees - City of San Leandro	-	12,511	24,914	50.21%	12,404
Fees - City of Union City	-	10,799	21,537	50.14%	10,739
Fees - Alameda County	-	164,941	320,669	51.44%	155,728
Fees - City of Albany	-	2,577	5,140	50.14%	2,563
Fees - City of Berkeley	-	16,059	32,028	50.14%	15,969
Fees - City of Dublin	-	5,885	10,884	54.07%	5,000
Fees - City of Emeryville	-	1,177	2,308	51.00%	1,131
Fees - City of Fremont	-	32,099	63,993	50.16%	31,895
Fees - City of Hayward	-	22,218	44,312	50.14%	22,094
Fees - City of Livermore	-	12,063	23,897	50.48%	11,835
Fees - City of Newark	-	6,749	13,460	50.14%	6,712
Revenue - Program	3,659,496	9,492,244	41,808,440	22.70%	32,316,196
Revenue - Interest	2,050	11,268	20,000	56.34%	8,732
Revenue - Miscellaneous	1,675	11,090	20,000	55.45%	8,910
<b>Total Revenue</b>	<b>\$ 3,663,221</b>	<b>\$ 9,888,478</b>	<b>\$ 42,584,656</b>	<b>23.22%</b>	<b>\$ 32,696,178</b>
Salaries and Wages	106,282	623,565	1,130,000	55.18%	506,435
Payroll Taxes	1,528	9,205	35,000	26.30%	25,795
Employee Benefits	39,619	190,789	508,500	37.52%	317,711
Workers Comp	-	9,300	25,000	37.20%	15,700
Payroll Services	684	3,068	5,000	61.36%	1,932
Office Supplies	2,947	13,847	40,000	34.62%	26,153
Office Expenses	741	21,861	35,000	62.46%	13,139
Computer Support	5,429	10,696	40,000	26.74%	29,304
Website Services	681	2,605	15,000	17.36%	12,396
Office Space	26,011	141,316	290,000	48.73%	148,684
Business Insurance	1,831	8,093	10,000	80.93%	1,907
Prof Services - Legal	5,735	16,722	97,000	17.24%	80,278
Prof Services - Audit/Acctg.	-	28,953	60,000	48.26%	31,047
Accounting Software Support	-	-	4,100	0.00%	4,100
Temporary Employee	3,565	20,824	20,000	104.12%	(824)
Interest Expenses (LOC)	-	1,481	30,000	4.94%	28,519
Dues and Subscriptions	245	1,796	3,000	59.86%	1,204
Postage/Delivery	1,000	5,067	20,000	25.34%	14,933
Reproduction	-	2,308	5,000	46.16%	2,692
Advertising	-	3,343	5,000	66.87%	1,657
Telephone Expenses	765	8,518	12,000	70.98%	3,482
Equipment Lease	1,855	10,978	20,000	54.89%	9,022
Meeting Food/Meals	338	2,225	5,000	44.50%	2,775
Misc. Expenses	133	1,027	3,000	34.23%	1,973
Transportation	1,155	6,929	20,000	34.65%	13,071
Travel	-	5,703	20,000	28.52%	14,297
Training	2,110	8,564	10,000	85.64%	1,436
Special Events	1,083	3,443	25,000	13.77%	21,557
EDAB Membership	-	5,000	5,000	100.00%	-
Total Project Expenditures	2,588,207	8,404,391	39,355,926	21.35%	30,951,535
Administrative Support	-	12,695	30,000	42.32%	17,305
Office Furniture/Equipment	14,125	19,480	40,000	48.70%	20,520
Building Improvements	-	2,875	5,000	57.50%	2,125
DBE	4,078	29,568	40,000	73.92%	10,432
Legislative Advocacy	8,125	44,649	97,500	45.79%	52,851
Board Meeting Per Diems	4,400	15,500	40,000	38.75%	24,500
<b>Total Expenditure</b>	<b>\$ 2,822,674</b>	<b>\$ 9,696,385</b>	<b>\$ 42,106,026</b>	<b>23.03%</b>	<b>\$ 32,409,641</b>
<b>Excess Revenue over (under) Expenditures</b>	<b>\$ 840,547</b>	<b>\$ 192,093</b>	<b>\$ 478,630</b>		<b>\$ 286,537</b>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
PROJECT REVENUE REPORT  
December 2005**

Project Description	Period to Date Revenue	Year to Date Revenue	Year to Date Budget	% Used	Budget Variance
TEA 21 Planning Support	-	162,453	460,000	35.32%	297,547
Transportation & Land Use	-	33,660	150,000	22.44%	116,340
Countywide Bicycle MTC	-	-	20,000	0.00%	20,000
Community Based Transportation	-	-	60,000	0.00%	60,000
<b>Subtotal MTC</b>	<b>\$ -</b>	<b>\$ 196,113</b>	<b>\$ 690,000</b>	<b>28.42%</b>	<b>\$ 493,887</b>
Route 84 HOV On-Ramp	3,933	9,768	459,000	2.13%	449,232
Route 84 Hov Extension	3,940	10,254	4,283,000	0.24%	4,272,746
I-880 Grand Ave. Signal	146,396	151,670	1,750,000	8.67%	1,598,330
Rt. 84 Ardenwood Park	25	29,117	1,590,000	1.83%	1,560,883
I-880 N Safety Improvem	18,432	41,064	746,000	5.50%	704,936
I-580 EB HOV	276,684	956,881	4,500,000	21.26%	3,543,119
I-580 WB HOV & I-680	0	0	1,300,000	0.00%	1,300,000
<b>Subtotal MTC-RM2</b>	<b>\$ 449,410</b>	<b>\$ 1,198,753</b>	<b>\$ 14,628,000</b>	<b>8.19%</b>	<b>\$ 13,429,247</b>
Altamont Commuter Express Operating Cost	282,669	1,127,683	2,000,000	56.38%	872,317
Capital Improvement on ACE	-	-	500,000	0.00%	308,115
I-680 SMART PE/ENV (Phase 2)	-	191,885	475,000	40.40%	427,072
I-680 SMART PS&E (Phase 3)	-	47,928	246,000	19.48%	246,000
Countywide Bicycle Plan	-	-	30,000	0.00%	30,000
<b>Subtotal ACTIA</b>	<b>\$ 282,669</b>	<b>\$ 1,367,497</b>	<b>\$ 3,251,000</b>	<b>42.06%</b>	<b>\$ 1,883,504</b>
CMAQ: SMART Corridor O & M (Contra Costa)	50,000	222,943	300,000	74.31%	77,057
CMAQ: SMART Corridor O & M (Alameda)	150,000	272,880	300,000	90.96%	27,120
East Bay SMART Corridors Incident Management	100,000	100,000	116,410	0.00%	16,410
I-680 Sound Wall Construction	-	1,646,451	2,950,000	55.81%	1,303,549
I-680 North and Southbound Design	-	67,452	880,000	7.67%	812,548
I-580 HOV EIR & Project Report	201,143	370,808	1,295,634	28.62%	924,826
I-580/Tri-Valley Triangle Analysis	59,793	126,316	137,500	91.87%	11,184
I-680 SMART PSR	-	66,523	762,000	8.73%	695,477
I-680 SMART PS&E	-	-	658,000	0.00%	658,000
STIP Project Monitoring	-	110,000	110,000	100.00%	-
Dynamic Ridesharing & Fair Lane	-	94,685	148,000	63.98%	53,315
<b>Subtotal Caltrans</b>	<b>\$ 560,936</b>	<b>\$ 3,078,058</b>	<b>\$ 7,657,544</b>	<b>40.20%</b>	<b>\$ 4,579,486</b>
Guaranteed Ride Home Program	15,671	49,717	137,000	36.29%	87,283
TFCA Administration	-	39,612	96,000	41.26%	56,388
East 14th/Int'l Blvd.-Transit Signal Priority (phase2&4)	-	-	350,000	0.00%	350,000
<b>Subtotal TFCA Program</b>	<b>\$ 15,671</b>	<b>\$ 89,329</b>	<b>\$ 583,000</b>	<b>15.32%</b>	<b>\$ 493,671</b>
Project Monitoring & Oversight	-	-	300,000	0.00%	300,000
I-680 North & Southbound Design	-	-	218,000	0.00%	218,000
I-680 Soundwall	-	-	540,000	0.00%	540,000
ACCMA 2004 Countywide Model Update	-	66,873	200,000	33.44%	133,127
Tri-Valley Triangle Analysis	59,793	130,392	137,500	94.83%	7,108
Dynamic Ridesharing	-	-	25,700	0.00%	25,700
East Bay SMART Corridors Incident Management	-	-	10,000	0.00%	10,000
SMART Corridors - Intel Project	1,082,441	1,204,724	3,218,000	37.44%	2,013,276
CMA TIP Administration	60,864	60,864	119,696	50.85%	58,832
<b>Subtotal CMA TIP</b>	<b>\$ 1,203,099</b>	<b>\$ 1,462,854</b>	<b>\$ 4,768,896</b>	<b>30.67%</b>	<b>\$ 3,306,042</b>
East 14th / Int'l Blvd -Transit Signal Priority ( Phase 3)	-	210,016	350,000	60.00%	139,984
Telegraph Transit Signal Priority	-	-	273,000	0.00%	273,000
<b>Subtotal TFCA Regional</b>	<b>\$ -</b>	<b>\$ 210,016</b>	<b>\$ 623,000</b>	<b>33.71%</b>	<b>\$ 412,984</b>
Traffic Signal Upgrades (Broadway)	-	-	455,000	0.00%	455,000
INTEL Project (AC Transit: Measure B + RM2)	1,147,711	1,834,048	8,870,000	20.68%	7,035,952
Grand Ave (TFCA)	-	-	205,000	0.00%	205,000
<b>Subtotal AC Transit</b>	<b>\$ 1,147,711</b>	<b>\$ 1,834,048</b>	<b>\$ 9,530,000</b>	<b>19.24%</b>	<b>\$ 7,695,952</b>
Tri-Valley Triangle Analysis	-	-	71,000	0.00%	71,000
West CAT AVL	-	55,577	6,000	926.28%	(49,577)
<b>Subtotal Others</b>	<b>\$ -</b>	<b>\$ 55,577</b>	<b>\$ 77,000</b>	<b>72.18%</b>	<b>\$ 21,423</b>
<b>TOTAL REVENUE</b>	<b>\$ 3,659,496</b>	<b>\$ 9,492,244</b>	<b>\$ 41,808,440</b>	<b>22.70%</b>	<b>\$ 32,316,196</b>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY**  
**PROJECT EXPENDITURE REPORT**  
**December 2005**

Project Description	Period to Date Expenses	Year to Date Expenses	Year to Date Budget	% Used	Budget Variance
Funding & Programming	-	20,071	65,000	30.88%	44,929
Countywide Transportation Plan	512	5,981	25,000	23.93%	19,019
CMA Travel Model Support	-	-	15,000	0.00%	15,000
Dynamic Ride Share	-	550	-	0.00%	(550)
Congestion Mgmt Prog.	5,049	15,354	25,000	61.42%	9,646
Transportation & Land Use	76	1,317	25,000	5.27%	23,683
Countywide Bicycle MTC	6,451	14,806	20,000	74.03%	5,194
Community Based Transportation	17,853	21,473	60,000	0.00%	38,527
<b>Subtotal MTC</b>	<b>\$ 29,941</b>	<b>\$ 79,552</b>	<b>\$ 235,000</b>	<b>33.85%</b>	<b>\$ 155,448</b>
Rt. 84 Dumbarton HOV On-Ramp	-	2,300	446,000	0.52%	443,700
Rt. 84 Dumbarton HOV Extension	175	2,785	4,270,000	0.07%	4,267,215
Grand Ave. Signal Modification	46,965	161,366	1,750,000	9.22%	1,588,634
Rt. 84/Ardenwood Park & Ride	4,900	36,141	1,449,000	2.49%	1,412,859
I-880 North Safety Improvements	116,344	130,794	746,000	17.53%	615,206
I-580 EB HOV Design	14,119	667,909	4,200,000	15.90%	3,532,091
I-580 WB HOV & I-680 Connector	11,330	55,935	1,220,000	4.58%	1,164,065
<b>Subtotal MTC-RM2</b>	<b>\$ 193,833</b>	<b>\$ 1,057,230</b>	<b>\$ 14,081,000</b>	<b>7.51%</b>	<b>\$ 13,023,770</b>
Altamont Commuter Express Operating Cost	146,358	878,148	1,756,296	50.00%	878,148
Capital Improvement on ACE	-	-	500,000	0.00%	500,000
I-680 SMART PE/ENV (Phase 2)	18,865	159,936	460,000	34.77%	300,064
I-680 SMART PS&E (Phase 3)	3,382	5,312	180,000	2.95%	174,688
Countywide Bicycle Plan	5,073	11,379	30,000	37.93%	18,621
<b>Subtotal ACTIA</b>	<b>\$ 173,678</b>	<b>\$ 1,054,775</b>	<b>\$ 2,926,296</b>	<b>36.04%</b>	<b>\$ 1,871,521</b>
CMAQ: SMART Corridor O & M (Contra Costa)	31,719	157,805	300,000	52.60%	142,195
CMAQ: SMART Corridor O & M (Alameda)	53,573	299,741	300,000	99.91%	259
East Bay SMART Corridors Incident Management	-	73,092	112,000	65.26%	38,908
I-680 Sound Wall Construction	-	1,627,907	2,950,000	55.18%	1,322,093
I-680 North and Southbound Design	-	7,717	810,000	0.95%	802,283
I-580 HOV EIR & Project Report	23	370,831	1,195,634	31.02%	824,803
I-580/Tri-Valley Triangle Analysis	-	126,316	137,500	91.87%	11,184
I-680 SMART PSR	-	-	690,000	0.00%	690,000
I-680 SMART PS&E	-	-	570,000	0.00%	570,000
STIP Project Monitoring	-	73,092	50,000	146.18%	(23,092)
Dynamic Ridesharing	-	59,430	148,000	40.16%	88,570
<b>Subtotal Caltrans</b>	<b>\$ 85,315</b>	<b>\$ 2,795,931</b>	<b>\$ 7,263,134</b>	<b>38.49%</b>	<b>\$ 4,467,203</b>
Guaranteed Ride Home Program	-	34,696	125,000	27.76%	90,304
TFCA Administration	-	24,358	50,000	48.72%	25,642
East 14th/Int'l Blvd.-Transit Signal Priority (phase2&4)	-	-	334,000	0.00%	334,000
<b>Subtotal TFCA Program</b>	<b>\$ -</b>	<b>\$ 59,054</b>	<b>\$ 509,000</b>	<b>11.60%</b>	<b>\$ 449,946</b>
Project Monitoring & Oversight	-	12,431	237,600	5.23%	225,169
I-680 North & Southbound Design	-	3,136	200,000	1.57%	196,864
I-680 Soundwall	-	168,842	540,000	31.27%	371,158
ACCMA 2004 Countywide Model Update	2,700	79,622	200,000	39.81%	120,378
Tri-Valley Triangle Analysis	-	125,394	137,500	91.20%	12,106
Dynamic Ridesharing	-	-	25,700	0.00%	25,700
East Bay SMART Corridors Incident Management	1,249	10,971	10,000	109.71%	(971)
SMART Corridors - Intel Project	1,068,759	1,134,991	3,118,000	36.40%	1,983,009
CMA TIP Administration	-	47,716	54,696	87.24%	6,980
<b>Subtotal CMA TIP</b>	<b>\$ 1,072,708</b>	<b>\$ 1,583,104</b>	<b>\$ 4,523,496</b>	<b>\$ 0</b>	<b>\$ 2,940,392</b>
East 14th/Int'l Blvd -Transit Signal Priority ( Phase 3)	-	8,090	334,000	2.42%	325,910
Telegraph Transit Signal Priority	-	-	265,000	0.00%	265,000
<b>Subtotal TFCA Regional</b>	<b>\$ -</b>	<b>\$ 8,090</b>	<b>\$ 599,000</b>	<b>1.35%</b>	<b>\$ 590,910</b>
Traffic Signal Upgrades (Broadway)	-	-	442,000	0.00%	442,000
INTEL Project (AC Transit: Measure B + RM2)	1,057,623	1,830,854	8,495,000	21.55%	6,664,146
Grand Ave (TFCA)	-	-	205,000	0.00%	205,000
<b>Subtotal AC Transit</b>	<b>\$ 1,057,623</b>	<b>\$ 1,830,854</b>	<b>\$ 9,142,000</b>	<b>20.03%</b>	<b>\$ 7,311,146</b>
Tri-Valley Triangle Analysis	-	-	71,000	0.00%	71,000
West CAT AVL	-	-	6,000	0.00%	6,000
<b>Subtotal Others</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 77,000</b>	<b>0.00%</b>	<b>\$ 77,000</b>
<b>TOTAL PROJECT EXPENDITURES</b>	<b>\$ 2,588,207</b>	<b>\$ 8,404,391</b>	<b>\$ 39,355,926</b>	<b>21.35%</b>	<b>\$ 30,951,535</b>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
TRANSPORTATION FUND FOR CLEAN AIR  
FOR THE MONTH ENDING DECEMBER 31, 2005**

<b>FISCAL YEAR</b>	<b>PREVIOUS <u>BALANCE</u></b>	<b>CURRENT <u>MONTH</u></b>	<b>PROGRAM <u>BALANCE</u></b>
Unexpended Funds as of June 30, 2000 (per BAAQMD audited statement)	\$ 6,313,045		\$ 6,313,045
FY 00/01 REVENUE	1,812,278		1,812,278
FY 01/02 REVENUE	1,861,637		1,861,637
FY 02/03 REVENUE	1,856,267		1,856,267
FY 03/04 REVENUE	1,770,510		1,770,510
FY 04/05 REVENUE	1,838,222		1,838,222
FY 05/06 REVENUE	-	-	-
Interest Income 00/01	341,255		341,255
Interest Income 01/02	133,243		133,243
Interest Income 02/03	69,491		69,491
Interest Income 03/04	47,004		47,004
Interest Income 04/05	43,736		43,736
Interest Income 05/06	40,376	7,500	47,876
FY 00/01 EXPENDITURES	(793,624)		(793,624)
FY 01/02 EXPENDITURES	(3,815,028)		(3,815,028)
FY 02/03 EXPENDITURES	(2,700,791)		(2,700,791)
FY 03/04 EXPENDITURES	(2,787,984)		(2,787,984)
FY 04/05 EXPENDITURES	(2,709,598)		(2,709,598)
<b>FY 05/06 EXPENDITURES:</b>			
City of Alameda - G	-	-	-
City of Albany - G	-	-	-
City of Berkeley - G	(25,349)	-	(25,349)
City of Dublin - G	-	-	-
City of Emeryville - G	-	-	-
City of Fremont - G	-	-	-
City of Hayward - G	-	-	-
City of Oakland - G	(86,986)	-	(86,986)
City of Pleasanton - G	-	-	-
City of Piedmont - G	-	-	-
City of San Leandro - G	-	-	-
City of Livermore - G	(6,731)	-	(6,731)
City of Newark - G	-	-	-
City of Union City - G	-	-	-
County of Alameda - G	-	-	-
<b>Discretionary:</b>			
AC Transit	-	-	-
ACCM - SMART Corr.	-	-	-
LAVTA	-	-	-
CMA Administrative Cost	(67,887)	-	(67,887)
CMA Guaranteed Ride Home	(36,306)	-	(36,306)
City of Oakland	-	-	-
Misc. Expenses	-	-	-
<b>BALANCE AS OF DEC. 31, 2005</b>	<b>\$ 3,096,780</b>	<b>\$ 7,500</b>	<b>\$ 3,104,280</b>

This is not an audited statement. Prior year revenues and disbursements are provided for information only.

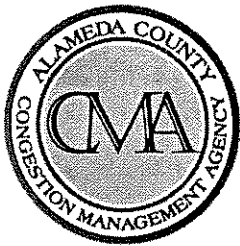


**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
EXCHANGE PROGRAM  
FOR THE MONTH ENDING DECEMBER 31, 2005**

<b>FISCAL YEAR</b>	<b>PREVIOUS BALANCE</b>	<b>CURRENT MONTH</b>	<b>PROGRAM BALANCE</b>
FY 01/02 REVENUE	\$ 23,204,398		\$ 23,204,398
FY 02/03 REVENUE	10,880,691		10,880,691
FY 03/04 REVENUE	3,009,558		3,009,558
FY 04/05 REVENUE	1,236,204		1,236,204
FY 05/06 REVENUE	4,000,000	-	4,000,000
Interest Income 01/02	279,794		279,794
Interest Income 02/03	576,242		576,242
Interest Income 03/04	485,961		485,961
Interest Income 04/05	586,222		586,222
Interest Income 05/06	269,228	72,500	341,728
FY 01/02 EXPENDITURES	(1,140,453)		(1,140,453)
FY 02/03 EXPENDITURES	(654,945)		(654,945)
FY 03/04 EXPENDITURES	(8,696,250)		(8,696,250)
FY 04/05 EXPENDITURES	(3,955,062)		(3,955,062)
<b>FY 05/06 EXPENDITURES:</b>			
Alameda County CMA	(263,873)	(22,633)	(286,506)
City of Dublin	-	-	-
City of San Leandro	-	-	-
City of Berkeley	(199,990)	-	(199,990)
Union City	(134,422)	-	(134,422)
AC Transit	-	-	-
City Car Share	(3,442)	-	(3,442)
BART	(42,642)	-	(42,642)
Misc. Expenses	(298)	(10)	(308)
<b>BALANCE AS OF DEC. 31, 2005</b>	<b>\$ 29,436,921</b>	<b>\$ 49,857</b>	<b>\$ 29,486,779</b>

This is not an audited statement. Prior year revenues and disbursements are provided for information only.

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**Memorandum**

*January 26, 2006  
Agenda Item 6.3.1*

**DATE:** January 18, 2006  
**TO:** CMA Board  
**FROM:** Plans and Programs Committee  
**RE:** Transportation Fund for Clean Air (TFCA):  
Quarterly At Risk Report

**Action Requested**

The Board is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the Transportation Fund for Clean Air Program.

**Discussion**

The enclosed Quarterly At Risk report dated January 2005 has been updated to reflect the material we have received through January 18, 2006. The report reflects (7) projects in the red zone with primarily final monitoring reports (FMR) and expenditure deadlines. The report reflects one project in the yellow zone, representing projects with tasks required in the next 6 months.

The ACTAC recommended approval of this item unanimously.

Attachments

TFCA Program Manager Funds  
At Risk Report-  
January 2006

CMA Board Agenda Item 6.3.1  
1/26/06

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
<b>RED ZONE (Milestone within 3 months)</b>							
94ALA16	City of Livermore	East Avenue signal interconnect	TFCA Award	Agree. Executed		3/17/97	FMR Due Mar. 05, FMR Received- Reviewing
			\$ 46,441.00	Proj. Start		Jan-97	
			TFCA Expended	Final Reim.		3/5/99	
			\$ 46,441.00	FMR	Mar-05		
				Exp Deadline Met	2/13/97	yes	
95ALA09	City of Livermore	Arterial Traffic Management- East Avenue	TFCA Award	Agree. Executed		3/19/1997	FMR Due Mar. 05, FMR Received- Reviewing
			\$ 48,884.55	Proj. Start		Jan-97	
			TFCA Expended	Final Reim.		3/5/99	
			\$ 48,884.55	FMR	Mar-05		
				Exp Deadline Met	4/22/98	yes	
03ALA08	City of Oakland	CNG Refueling Station-Oakland	TFCA Award	Agree. Executed			Expenditures not complete Received amendment 6/7/05, still need original agreement
			\$ 225,000.00	Proj. Start		Jul-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Aug-06		
				Exp Deadline Met	6/30/06		
03ALA12	ACCMA	Transit Bus Priority Systems, International Blvd.	TFCA Award	Agree. Executed		5/14/04	Expenditures not complete Expenditures Deadline Nov 05 Final Invoice Received FMR Due Aug 06
			\$ 500,000.00	Proj. Start		Feb-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 97,757.90	FMR	Aug-06		
				Exp Deadline Met	11/25/05		
03ALA04	City of Fremont	Class II Bicycle Lane- Fremont Blvd	TFCA Award	Agree. Executed		2/9/04	Expenditures not complete FMR Due Nov 05 Expenditures Deadline Nov 05
			\$ 100,250.00	Proj. Start		Feb-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 17,842.53	FMR	Nov-05		
				Exp Deadline Met	11/25/05		
00ALA12	BART	Fruitvale Attended bicycle Parking Facility	TFCA Award	Agree. Executed		10/3/02	Expenditures not complete FMR Due Mar 06 Expenditures Deadline Dec 05
			\$ 400,000.00	Proj. Start		Jul-00	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 345,143.00	FMR	Mar-06		
				Exp Deadline Met	12/31/05		
03ALA07	City of Fremont	CNG Refueling Station-Fremont	TFCA Award	Agree. Executed		2/9/04	Expenditures not complete FMR Due Mar 06 Expenditure deadline May 06.
			\$ 96,242.00	Proj. Start		Jul-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 28,176.66	FMR	Mar-06		
				Exp Deadline Met	5/25/06		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

TFCA Program Manager Funds  
At Risk Report-  
January 2006

CMA Board Agenda Item 6.3.1  
1/26/06

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed/Date</u>	<u>Notes</u>
<b>YELLOW ZONE (Milestone within 4-6 Months)</b>							
03ALA03	City of Emeryville	Class II Bicycle Lane- Doyle Street Greenway.	TFCA Award	Agree. Executed		7/9/04	Expenditures not complete FMR Due April 06 Expenditure Deadline Jul 06
			\$ 50,000.00	Proj. Start		Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Apr-06		
				Exp Deadline Met	7/25/06		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

TFCA Program Manager Funds  
At Risk Report-  
January 2006

CMA Board Agenda Item 6.3.1  
1/26/06

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
<b>GREEN ZONE (Milestone beyond 6 months)</b>							
01ALA10	City of San Leandro	Arterial Management: Advanced Signal System	TFCA Award	Agree. Executed		3/18/02	FMR Due Jul 06
			\$ 42,500.00	Proj. Start			
			TFCA Expended	Final Reim.	12/31/04	Aug-04	
			\$ 42,500.00	FMR	Jul-06		
				Exp Deadline Met	12/21/03	yes	
99ALA01	ACCMA	Arterial Management- I-880 Smart Corridor	TFCA Award	Agree. Executed		9/20/99	FMR Due July 06
			\$ 182,000.00	Proj. Start		Feb-00	
			TFCA Expended	Final Reim.		3/21/02	
			\$ 182,000.00	FMR	Jul-06		
				Exp Deadline Met	2/28/02	yes	
03ALA13	ACCMA	Guaranteed Ride Home Program	TFCA Award	Agree. Executed	8/14/04	5/14/04	Expenditures not complete FMR Due Sep 06
			\$ 231,200.00	Proj. Start	Sep-04	Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 145,464.22	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
03ALA14	City of Berkeley	City Carshare- Eastbay Expansion	TFCA Award	Agree. Executed	11/11/04	11/29/04	Expenditures not complete FMR Due Sep 06
			\$ 125,996.00	Proj. Start	Feb-05	12/1/04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 96,461.73	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
03ALA15	LAVTA	ACE Shuttle to the Dublin/ Pleasanton BART Station (From Pleasanton ACE Station) for FY 04/05 and FY 05/06 Operations	TFCA Award	Agree. Executed	11/11/04	10/14/04	Expenditures not complete FMR Due Sep 06
			\$ 83,934.00	Proj. Start	Jul-04	Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 33,940.87	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
96ALA10	City of Oakland	Arterial Traffic Signal Management- Citywide	TFCA Award	Agree. Executed		7/24/96	FMR Due Oct. 06
			\$ 850,000.00	Proj. Start		Oct-98	
			TFCA Expended	Final Reim.		4/9/03	
			\$ 850,000.00	FMR	Oct-06		
				Exp Deadline Met	12/31/02	yes	
02ALA10	City of Oakland	Coliseum BART Bus Stop Relocation	\$ 192,000.00	Proj. Start		Jul-02	Expenditures not complete FMR Due Nov 06 Expenditures Deadline Sep 06
			TFCA Expended	Final Reim.	12/31/07		
			\$ 4,757.95	FMR	Nov-06		
				Exp Deadline Met	09/30/06		
03ALA02	City of Berkeley	Berkeley BART: Attended Bikestation	TFCA Award	Agree. Executed		1/14/04	Expenditures not complete FMR Due Jun 07 Expenditure Deadline Jun 07.
			\$ 86,136.00	Proj. Start		Sep-04	
			TFCA Expended	Final Reim.	12/31/07		
			\$ -	FMR	Jun-07		
				Exp Deadline Met	06/30/07		
04ALA01	City of Fremont	Signal Retiming: Auto Mall Pkwy., Paseo Padre Pkwy., Warm Springs Blvd., and Fremont Blvd.	TFCA Award	Agree. Executed	5/6/05	5/19/05	Expenditures not complete FMR Due Mar. 08
			\$ 123,000.00	Proj. Start	Jun-05	Jul-05	
			TFCA Expended	Final Reim.	12/31/07		
			\$ -	FMR	Mar-08		
				Exp Deadline Met	4/13/07		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

Winter '06- Timely Use of Funds

TFCA Program Manager Funds  
At Risk Report-  
January 2006

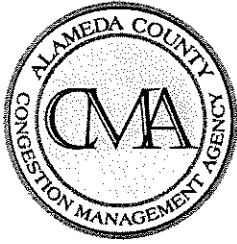
CMA Board Agenda Item 6.3.1  
1/26/06

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
<b>Projects Done/Completed and Will Be Removed from the Monitoring Program</b>							
93ALA20	City of San Leandro	Local Arterial Management Program	TFCA Award	Agree. Executed		8/25/93	Expenditures Completed. FMR Received.
			\$ 44,044.00	Proj. Start		Jul-93	
			TFCA Expended	Final Reim.		95/96	
			\$ 44,044.00	FMR	Dec-05	12/1/05	
				Exp Deadline Met	3/29/96	yes	
94ALA20	City of San Leandro	Local Arterial Traffic Management	TFCA Award	Agree. Executed		2/22/94	Expenditures Completed. FMR Received.
			\$ 50,898.00	Proj. Start		Jul-94	
			TFCA Expended	Final Reim.		7/1/97	
			\$ 50,898.00	Final Mon.	Dec-05	12/1/05	
				Exp Deadline Met	2/13/97	yes	
95ALA13	City of San Leandro	Arterial Traffic Management-	TFCA Award	Agree. Executed		6/17/96	Expenditures Completed. FMR Received.
			\$ 62,657.00	Proj. Start		Jul-95	
			TFCA Expended	Final Reim.		9/15/99	
			\$ 62,657.00	FMR	Dec-05	12/1/05	
				Exp Deadline Met	4/22/98	yes	
96ALA11	City of San Leandro	Advanced Traffic Management System- Citywide	TFCA Award	Agree. Executed		5/17/99	Expenditures Completed. FMR Received.
			\$ 416,150.00	Proj. Start		Jul-96	
			TFCA Expended	Final Reim.		6/30/03	
			\$ 416,150.00	FMR	Dec-05	12/1/05	
				Exp Deadline Met	11/26/02	yes	
95ALA04	City of Dublin	Upgrade Traffic Signal Coordination	TFCA Award	Agree. Executed		9/16/97	Expenditures Completed. FMR Received.
			\$ 22,011.00	Proj. Start		Sep-96	
			TFCA Expended	Final Reim.		11/19/98	
			\$ 22,011.00	FMR	Dec-05	Oct-05	
				Exp Deadline Met	4/22/98	yes	
01ALA13	ACCMA	ACE Shuttle Service	TFCA Award	Agree. Executed		8/11/00	Expenditures Completed. FMR Received.
			\$ 740,000.00	Proj. Start		Oct-01	
			TFCA Expended	Final Reim.	12/31/04	Jan-02	
			\$ 740,000.00	FMR	Dec-05	12/19/05	
				Exp Deadline Met	12/21/03	yes	
02ALA06	City of Hayward	Soto Rd. Bicycle Gap Closure	TFCA Award	Agree. Executed		1/22/03	Expenditures Completed. FMR Received.
			\$ 183,500.00	Proj. Start		Sep-03	
			TFCA Expended	Final Reim.	12/31/06	12/28/05	
			\$ 183,500.00	FMR	Nov-05	12/15/05	
				Exp Deadline Met	12/31/05	yes	

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**MEMORANDUM**

*January 26, 2006  
Agenda Item 6.4.1*

DATE: January 18, 2006  
TO: CMA Board  
FROM: Administration & Legislation Committee  
SUBJECT: Retiree Health Benefits

**Action Requested**

It is recommended that the Board adopt a two-tier program for retiree health benefits. Existing employees would continue to be covered under the current resolution. The CMA contribution to the retiree health care premium for new employees would vary according to years of service after a minimum of ten years service with the CMA. It is recommended that the Board adopt Resolution 06-02 implementing the retiree health benefits policy for new employees.

**Discussion**

Existing Policy. In 1993, the CMA adopted a resolution regarding retiree health benefits as a requirement of using PERS for its health coverage for current employees. The PERS standard resolution for retiree health benefits was adopted at that time. That resolution provides that the CMA would increase its contribution to retiree health insurance premiums by 5% each year until the contribution reaches 100% when the CMA is 20 years old. At present, the CMA would contribute 60% toward the health insurance premium, if it had any retirees. This standard resolution does not however have any limits on the length of service with the CMA before an employee is eligible for health insurance benefits upon retirement. An employee need only be eligible to retire under PERS – five years of service in agencies using PERS for their retirement program and age 50 or older. Thus, someone could take a position with the CMA, work a year or two and retire with the CMA covering all or a portion of the health insurance premium, if they had sufficient PERS service with other agencies and met the age requirement.

Legal Issues. In order to better understand the legal requirements associated with any changes to retiree health benefits, legal counsel prepared a memo on the matter. In that memo, counsel concludes:

“Therefore, as to current CMA employees, CMA’s ability to modify the eligibility rules for post-retirement health benefits is limited. Any such modification requires an equal or greater benefit be given to the employee in exchange, and approval by each affected employee.

CMA could impose a vesting requirement for new employees effective as of the time the new requirement is included in the contract with PERS. Whether the Board should establish two classes of employees is the subject of a separate discussion.”

In addition, there is a statute applicable to CMA which requires that if an agency provides health benefits, they must be equal for both employees and annuitants. Therefore in order to place a cap on contributions to retirees’ health care, CMA would also need to place a cap on contributions for health care for new employees.

Some jurisdictions, including Fremont, deal with this issue by providing the minimum statutory contribution for health care premiums to both employees and retirees and by providing a cafeteria plan for current employees with an amount at least equal to the difference between that minimum and the actual cost of health care premiums – usually capped at the cost for Kaiser North or a similar standard. Employees can use the cafeteria dollars to pay the difference in premiums or for other medical costs. CMA could adopt this approach, but it would be complex and could add costs to administration, since it would require creating and administering a cafeteria plan either for all employees or just for new employees.

Actuarial Analysis. After some investigation, Nicolay Consulting Group was engaged to prepare cost data. Three options were evaluated:

- Scenario a: Age 50 or older with 5 or more years of PERS service (current benefit)
- Scenario b: 50% benefit at age 50 or older with 5 years of ACCMA service, increasing by 5% for each additional year of service. 100% benefit with 15 or more years of service.
- Scenario c: 50% benefit at age 50 or older with 10 years of ACCMA service, increasing by 5% for each additional year of service. 100% benefit with 20 or more years of service. This approach is used by the state and many local jurisdictions.

In addition to evaluating the costs of these scenarios, the consultant notes that, in accordance with new accounting procedures, the CMA will need to begin to accrue the costs of the current and future liability associated with retiree health benefits as a current year expense. These accrued expenses are estimated by the consultant for fiscal years 2005-6 and 2006-7, assuming the CMA would be required to account for such expenses in these years. Based on the guidelines noted in the consultant’s report, it appears the CMA will need to begin accounting for these expenses not later than 2008-9. Nevertheless, the consultant’s estimates provide useful comparisons among the options.

The expense for each option is summarized below:

<u>Option</u>	<u>2005-6</u>	<u>2006-7</u>
a: current benefit	\$97,802	\$101,222
b: 5 years of ACCMA service	\$91,996	\$95,215
c: 10 years of ACCMA service	\$76,869	\$79,559

Because option b is similar in cost and benefit to the current approach, it seems likely that this option can be construed as meeting the criteria counsel lays out for changing the benefit for

current employees. New hires could be provided with the benefit in option c, thus providing savings to the Agency as employees turn over.

Survey of Local Jurisdictions. At the September 2005 meeting, the Administration & Legislation Committee asked to have a special workshop on retiree health benefits. Staff proposed to conduct a survey of jurisdictions in Alameda County to provide comparative information. The survey results were reviewed at the special meeting on December 2, 2005 and again at the Committee meeting on January 9, 2006.

Capping the Agency Contribution. The Committee discussed capping the agency contribution to retiree health insurance premiums. The underlying concern of the Committee is the containment of the growth in the cost of this benefit for retirees.

In order to limit contributions to retiree health insurance premiums, CMA could make a flat dollar contribution for both employees and retirees in the new class, perhaps indexed by CPI rather than health care premiums. Any difference in the actual cost of health care premiums could then be made up through a cafeteria plan for new employees. Several options exist to establish the initial flat dollar figure:

1. \$1012 per month in 2006 (based on Kaiser family premium which is currently the lowest cost of the major health care plans)
2. \$779 per month in 2006 (based on Kaiser single-plus-one premium)
3. \$389 per month in 2006 (based on Kaiser single premium)
4. Some fixed dollar amount established in another way

As noted above, a cafeteria plan would be needed for new employees to maintain equivalent health care benefits between existing employees and new employees. While a cafeteria plan for new employees deals with recruitment issues, the administration of two different health care programs for employees would be complex and could add administrative costs.

Staff reviewed the actuarial analysis to assess the likely benefits from capping the contribution to health care premiums for new employees. The data suggests that roughly a 20% savings is derived from the imposition of a 10-year service requirement for new employees. Depending on the amount of the cap, the imposition of a cap would provide additional savings perhaps equal to the service requirement, but not for many years. Cost savings associated with a cap will not become evident for at least ten years. The cost savings from the 10-year service requirement will likely grow and dominate the savings calculations, since employees are no longer staying for extended periods with the same employer. Furthermore, the CMA is unlikely to have significant numbers of career employees due to the nature of the job market in transportation.

It is not recommended that a cap be applied to the retiree health care contribution for new employees because:

1. The savings from the 10-year service requirement will grow and are likely to dominate any savings from a cap for at least the next ten years; and
2. Administering different health care programs for new and existing employees would be complex and could add administrative costs.

**CMA Resolution 06-02**

**RESOLUTION ELECTING TO ESTABLISH  
A HEALTH BENEFIT VESTING REQUIREMENT FOR FUTURE RETIREES  
UNDER PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT**

WHEREAS, (1) Government Code 22893 provides that a local agency contracting under the Public Employees' Medical and Hospital Care Act may amend its resolution to provide a post retirement vesting requirement to employees who retire for service, and

WHEREAS, (2) Alameda County Congestion Management Agency ("ACCMA") is a local agency contracting under the Act, and

WHEREAS, (3) ACCMA certifies, unrepresented employees are not represented by a bargaining unit and there is no applicable memorandum of understanding, and

WHEREAS, (4) The credited service for purposes of determining the percentage of employer contributions shall mean service as defined in Section 20069, except that not less than five years of that service shall be performed entirely with the ACCMA; and

WHEREAS, (5) The contribution for active employees cannot be less than what is defined in Section 22892(b); now, therefore be

RESOLVED, (1) That the employer's contribution for each retired employee first hired on or after the effective date of this resolution shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of contribution equal to the lowest premium charged by a health benefits plan available through PERS or ACCMA plus Administrative fees and Contingency Reserve Fund, but not more than 100 percent of the premium applicable to him or her, nor less than the 100 percent of the weighted average of the health benefits plan premiums for employees or annuitants enrolled for self alone, which premium is subject to change at ACCMA's discretion, including decreases if the premiums for current ACCMA employees are changed, plus 90 percent of the weighted average of the additional premiums required for enrollment of family members in the four health benefits plans that have the largest number of enrollments; and be it further

RESOLVED, (2) That the percentage of employer contribution payable for post retirement health benefits for each retired employee shall be based on the employee's completed years of credited service based upon Government

Code Section 22893; plus administrative fees and Contingency Reserve  
Fund assessments; and be it further

RESOLVED, (3) That coverage under the Act be effective on January 26, 2006.

Adopted at a regular/special meeting of the Alameda County Congestion Management  
Agency Board at Oakland, California this 26<sup>th</sup> day of January 2006.

Signed: \_\_\_\_\_  
Larry Reid, Chairman

Attest: \_\_\_\_\_  
Christina Muller, Board Secretary

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**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
WORK PROGRAM MILESTONES  
Fiscal Year 2006-2007**

<b><u>Date</u></b>	<b><u>Milestone</u></b>
1 <sup>st</sup> Quarter	<ul style="list-style-type: none"><li>• Roadway level of service (LOS) monitoring</li><li>• Coordinate Housing Needs Determination Methodology in consultation with ABAG and local jurisdictions</li><li>• Develop “Best Practices” for Transit Oriented Development (TOD) in Alameda County</li><li>• Complete development of countywide travel model, including final report</li><li>• Dynamic Ridesharing Pilot Program – Final Report</li><li>• Central County Freeway Study – begin study</li><li>• Grand Ave and MacArthur SMART and Rapid Bus Corridor – complete design</li><li>• SMART Corridors Program – strategy for capital investment to reduce O&amp;M costs</li><li>• Dumbarton Bridge approach HOV lane extension – complete Plans, Specifications &amp; Estimates (PS&amp;E)</li><li>• Ardenwood Park &amp; Ride Lot – start construction</li><li>• I-580 Tri Valley Transportation Management Plan (TMP) – award construction contract</li><li>• I-580 Tri Valley Eastbound Interim HOV Lane – environmental document complete</li><li>• I-580 Tri Valley right of way protection for BART – begin environmental documentation</li><li>• I-680 Smart Carpool Lane Project – stakeholder interviews and public opinion poll</li><li>• Quarterly budget review</li><li>• LBE, SBE and DBE Programs – quarterly reports to Administration &amp; Legislation Committee</li><li>• CMA Exchange Program Administration and Oversight</li><li>• Project monitoring, reporting, oversight, and control (STIP, TCRP, ACTIA, TFCA, RM2, federally funded and CMA sponsored projects)</li></ul>
2 <sup>nd</sup> Quarter	<ul style="list-style-type: none"><li>• 2005-06 “State of Transportation in Alameda County” Report</li><li>• Report to Air District on TFCA vehicle registration fee program</li><li>• Revise TFCA vehicle registration fee program guidelines, as appropriate</li><li>• 2007 CMA Legislative Program</li><li>• Conformance of cities/County with Congestion Management Program</li><li>• Countywide Traffic Impact Fee reevaluation – Final Report</li><li>• East Oakland Community Based Transportation Plan – Final Report</li></ul>

- 2<sup>nd</sup> Quarter (cont'd)
- Berkeley Community Based Transportation Plan – Final Report
  - TFCA Exchange Fund program of projects (TFCA funds exchanged with MTC for CMAQ funds)
  - Uptown Transit Center, Oakland – complete construction
  - E 14<sup>th</sup>/Int'l Blvd/Broadway/Telegraph SMART and Rapid Bus Corridor – complete construction of non-Rapid elements
  - Ardenwood Park & Ride Lot – complete construction
  - Dumbarton Bridge approach HOV lane extension – start construction
  - I-580 Tri Valley Eastbound Interim HOV Lane – complete Plans, Specifications & Estimates (PS&E)
  - I-680 Smart Carpool Lane Project – Plans, Specifications & Estimates to Caltrans
  - Annual audit
  - Quarterly budget review
  - LBE, SBE and DBE Programs – quarterly reports to Administration & Legislation Committee
  - CMA Exchange Program Administration and Oversight
  - Project monitoring, reporting, oversight, and control (STIP, TCRP, ACTIA, TFCA, RM2, federally funded and CMA sponsored projects)
- 3<sup>rd</sup> Quarter
- Agency Organizational Workshop/Retreat
  - Annual Report
  - CMA Work Plan and FY 07-08 Budget
  - Report on attainment of DBE Goals in FY 2005-06
  - 2005-06 “Mobility Monitor”
  - Countywide Bicycle Plan – annual review of status of high priority projects and network updates, as needed
  - Draft 2007-08 TFCA vehicle registration fee program
  - Begin development of 2007 Congestion Management Program
  - SMART Corridors Operations and Management – commitments for 2007-8 costs
  - Grand Ave and MacArthur SMART and Rapid Bus Corridor – start construction
  - I-880 North Safety Improvements (Fruitvale area) – environmental document/PSR/PR
  - I-880 North Safety Improvements (Fruitvale area) – begin design
  - I-580 Tri Valley Eastbound Interim HOV Lane – advertise construction contract
  - I-580/I-680 Connector – complete Project Study Report
  - I-680 Smart Carpool Lane Project – right of way certification
  - I-680 Smart Carpool Lane Project – electronic toll system project development plan
  - Quarterly budget review
  - LBE, SBE and DBE Programs – quarterly reports to Administration & Legislation Committee



- 3<sup>rd</sup> Quarter (cont'd)
- CMA Exchange Program Administration and Oversight
  - Project monitoring, reporting, oversight, and control (STIP, TCRP, ACTIA, TFCA, RM2, federally funded and CMA sponsored projects)
- 4<sup>th</sup> Quarter
- Annual Statements of Financial Interest
  - Final 2007-08 TFCA vehicle registration fee program
  - Solicit candidate projects for 2008 State Transportation Improvement Program (STIP)
  - Central County Freeway Study – Final Report
  - E 14<sup>th</sup>/Int'l Blvd/Broadway/Telegraph SMART and Rapid Bus Corridor – Project close-out
  - SMART Corridors Operations and Management – second year field maintenance contract
  - I-580 Soundwalls Oakland (14<sup>th</sup> and Ardley) – complete design
  - I-580 Soundwalls San Leandro (Estudillo to 141<sup>st</sup>) – complete design
  - I-680/I-880 Cross Connector Project Study Report – draft report
  - I-580 Tri Valley Transportation Management Plan (TMP) – complete construction
  - I-580 Tri Valley Eastbound Interim HOV Lane – start construction
  - I-580 Tri Valley Corridor Improvements (ultimate project) – begin environmental documentation
  - I-580 Tri Valley High Occupancy Toll (HOT) Lane supplemental Project Study Report
  - I-680 Smart Carpool Lane Project – ready to list for construction bids
  - I-680 Smart Carpool Lane Project – begin electronic toll system software design and procurement
  - Quarterly budget review
  - LBE, SBE and DBE Programs – quarterly reports to Administration & Legislation Committee
  - CMA Exchange Program Administration and Oversight
  - Project monitoring, reporting, oversight, and control (STIP, TCRP, ACTIA, TFCA, RM2, federally funded and CMA sponsored projects)

Milestones will be determined based on work by others or as part of CMA work program:

- Projects for federal funding programs (timing based on MTC)
- Dynamic ridesharing pilot program – next steps
- I-580/I-680 Connector – environmental document
- Northbound I-680 HOV lane

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
**WORK PROGRAM**  
Fiscal Year 2006-2007

**Administration**

- |   |                               |
|---|-------------------------------|
| 1. CMA Work Plans and Budgets   |                               |
| • Draft CMA Work Plan and FY 07-08 Budget   | 3 <sup>rd</sup> Quarter       |
| • Final CMA Work Plan and FY 07-08 Budget   | 3 <sup>rd</sup> Quarter       |
| • Revise/ Amend Annual Work Plan/Budget   | Quarterly Review              |
| 2. Legislation/ Advocacy  |                               |
| • 2007 Legislative Program  | 2 <sup>nd</sup> Quarter       |
| • Analysis of Legislation   | Ongoing                       |
| • Provide cities, County and transit operators with information on legislation  | Ongoing                       |
| • Participate in statewide and region-wide CMA forums   | Ongoing                       |
| • Public Outreach   |                               |
| > CMA Newsletter  | Monthly                       |
| > 2005-06 "State of Transportation in Alameda County" Report  | 2 <sup>nd</sup> Quarter       |
| > 2005-06 Mobility Monitor  | 3 <sup>rd</sup> Quarter       |
| > Other project specific newsletters  | As required                   |
| 3. CMA Board & Committees/ ACTAC  |                               |
| • General Support   | Ongoing                       |
| • Annual Statements of Financial Interest   | 4 <sup>th</sup> Quarter       |
| • Agency organizational workshop/ retreat   | 3 <sup>rd</sup> Quarter       |
| 4. Management Systems   |                               |
| • Contract Administration, Accounting, etc.   | Ongoing                       |
| • Office management   | Ongoing                       |
| • Website maintenance and updates   | Ongoing                       |
| • Funds Management  | Ongoing                       |
| • Personnel and Benefits management   | Ongoing                       |
| • Progress reports to MTC, ACTIA, RM2, BAAQMD, State and Feds pursuant to funding contract  | Quarterly                     |
| • Financial Reports   | Monthly                       |
| • Annual Audit  | 2 <sup>nd</sup> Quarter       |
| • Report on attainment of DBE goals in FY 2005-06   | 3 <sup>rd</sup> Quarter       |
| • Report on DBE, LBE and SBE programs to Administration & Legislation Committee   | Quarterly                     |
| • Contractor/ consultant Outreach   | Ongoing                       |
| • Project monitoring, reporting, oversight and control (STIP, ACTIA, TFCA, TCRP, RM2, federally funded projects and CMA sponsored projects) | Quarterly                     |
| • CMA Exchange Program administration & oversight   | Ongoing/<br>Quarterly Reports |

5. Service/Reporting
  - Annual Report

3<sup>rd</sup> Quarter

6. Legal Services

Ongoing

## Congestion Management Program

- |   |   |
|---|---|
| 1. Transportation Network and Roadway Service Standards   |   |
| <ul style="list-style-type: none"> <li>• Roadway Level of Service (LOS) Monitoring</li> <li>• Final LOS Report</li> <li>• Assist in the continued refinement of MTC's Metropolitan Transportation System</li> </ul>   | <p>Spring 2006<br/>1<sup>st</sup> Quarter</p> <p>As needed</p>  |
| 2. Performance Element  |   |
| <ul style="list-style-type: none"> <li>• Annual performance reports               <ul style="list-style-type: none"> <li>&gt; 2005-06 "State of Transportation in Alameda County" report</li> <li>&gt; 2005-06 Mobility Monitor</li> </ul> </li> </ul>  | <p>2<sup>nd</sup> Quarter</p> <p>3<sup>rd</sup> Quarter</p>   |
| 3. Trip Reduction Program   |   |
| <ul style="list-style-type: none"> <li>• Annual Monitoring</li> <li>• Implementation of Guaranteed Ride Home Program</li> </ul>   | <p>2<sup>nd</sup> Quarter</p> <p>Ongoing</p>  |
| 4. Land Use Impacts Program   |   |
| <ul style="list-style-type: none"> <li>• Annual Monitoring</li> <li>• Transportation – Land Use Connection, <i>T-Plus</i>, based on MTC approved work program:               <ul style="list-style-type: none"> <li>&gt; Coordinate MTC Resolution 3434 Transit Oriented Development (TOD) policies with affected jurisdictions</li> <li>&gt; Monitor progress of TOD projects identified in Countywide Transportation Plan</li> <li>&gt; Provide implementation assistance for TOD projects identified in Countywide Transportation Plan</li> <li>&gt; Incorporate ABAG's Projections 2007 into CMA travel model</li> <li>&gt; Develop 'Best Practices' for TOD in Alameda County</li> <li>&gt; Coordinate Housing Needs Determination Methodology in consultation with ABAG and local jurisdictions</li> <li>&gt; Countywide Traffic Impact Fee Reevaluation (CMA conducted an evaluation in the early 90s; MTC has requested this matter be reevaluated as part of its T-Plus contract with the CMAs) – Final Report</li> <li>&gt; Provide support for TLC/HIP Program</li> </ul> </li> <li>• Coordination of land use/transportation impacts among two or more CMAs</li> <li>• Review of General Plan Amendments/large projects and associated environmental documents</li> </ul> | <p>2<sup>nd</sup> Quarter</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Early 2008</p> <p>1<sup>st</sup> Quarter</p> <p>1<sup>st</sup> Quarter</p> <p>2<sup>nd</sup> Quarter</p> <p>On-going</p> <p>Ongoing</p> <p>As necessary</p> |

- |   |   |
|---|---|
| <p>5. Capital Improvement Program</p> <ul style="list-style-type: none"> <li>• Participate in the development of MTC funding policies, including refining criteria, identifying and ranking projects, soliciting project proposals and developing a capital improvement program             <ul style="list-style-type: none"> <li>&gt; Solicit candidate projects for 2008 STIP</li> <li>&gt; Draft 2008 STIP list</li> <li>&gt; Final 2008 STIP list to MTC (include in CMP)</li> <li>&gt; MTC Action on 2008 Regional Transportation Improvement Program (RTIP)</li> <li>&gt; 2008 State Transportation Improvement Program (STIP) Adoption by CTC</li> <li>&gt; Solicit projects for federal funding programs</li> <li>&gt; Amend CMP, as needed, to incorporate federally funded projects</li> </ul> </li> <li>• Project Monitoring</li> </ul> | <p>4<sup>th</sup> Quarter<br/>Summer 2007<br/>Fall 2007</p> <p>December 2007</p> <p>March 2008<br/>tbd</p> <p>tbd<br/>Ongoing</p> |
| <p>6. Travel Modeling</p> <ul style="list-style-type: none"> <li>• Countywide model Updates             <ul style="list-style-type: none"> <li>&gt; Begin development of new travel model in response to 2000 Census, consistent with MTC regional model</li> <li>&gt; Complete development of travel model and Final Report</li> </ul> </li> <li>• Land Use Data Base Updates: The Land Use Data base will require updating following each revision of the regional data base by ABAG.             <ul style="list-style-type: none"> <li>&gt; Revise CMA land use database to recognize ABAG Projections 2007</li> </ul> </li> </ul>  | <p>Spring 2005</p> <p>1<sup>st</sup> Quarter</p> <p>Early 2008</p>  |
| <p>7. Conformance Findings/Deficiency Plans</p> <ul style="list-style-type: none"> <li>• Update CMP Conformance guidelines</li> <li>• Conformance of cities/county with CMP</li> <li>• Review of Deficiency Plans</li> <li>• Environmental Review</li> </ul>  | <p>As necessary</p> <p>2<sup>nd</sup> Quarter</p> <p>2<sup>nd</sup> Quarter</p> <p>Ongoing</p>                                    |
| <p>8. Updates of the CMP</p> <ul style="list-style-type: none"> <li>• Begin development of 2007 CMP</li> <li>• Release draft 2007 CMP</li> <li>• Final 2007 CMP</li> </ul>  | <p>3<sup>rd</sup> Quarter</p> <p>Summer 2007</p> <p>Fall 2007</p>   |

## Countywide Transportation Plan

1. Plan Implementation
  - Coordination of Plan with MTC's Regional Transportation Plan Ongoing
  - Coordination with Contra Costa, Santa Clara and San Joaquin counties Ongoing
2. Updates

Next update of the CWTP will occur in 2008
3. Corridor/Special Studies
  - San Pablo Avenue Corridor
    - > Follow-up actions as needed Ongoing
  - Countywide Bicycle Plan (TDA and Measure B funded)
    - > Complete Plan Update Spring 2006
    - > Annual review of status of high priority projects and network updates as needed 3<sup>rd</sup> Quarter
  - Tri-Valley Triangle Analysis (CMA TIP funded)
    - > Begin Analysis January 2005
    - > Final Report Spring 2006
  - Community Based Transportation Plans (MTC funded)
    - > West Oakland Plan
      - Final Report Spring 2006
    - > East Oakland Plan
      - Begin development of plan Spring 2006
      - Final Report 2<sup>nd</sup> Quarter
    - > Berkeley Plan
      - Begin development of plan Spring 2006
      - Final Report 2<sup>nd</sup> Quarter
  - Central County Freeway Study
    - > Begin Study 1<sup>st</sup> Quarter
    - > Alternatives Analysis 4<sup>th</sup> Quarter
    - > Draft Report Summer 2007
    - > Final Report Fall 2007
4. Coordination
  - Coordination with studies and programs by others (e.g., AC Transit's BRT Study and EIR, VTA's South Bay extension studies and environmental, BART's WSX environmental, BART's Oakland Airport Connector project) Ongoing
  - Participate in Air Quality Conformity Matters Ongoing

## Funding Programs

1. Surface Transportation Program/ Congestion Mitigation & Air Quality Program
  - Federal funding programs (local streets & roads rehab, bike/ ped, TLC, Lifeline Transportation, etc.)
    - > Participate in the development of MTC funding policies, including criteria
    - > Review/ revise project application guidelines, as needed
    - > Solicit projects for federal funding program
    - > Rank and select projects for programs
    - > Amend CMP, as needed, to incorporate projects
  - At Risk Reports
2. State Transportation Improvement Program (STIP)
  - Participate in the development of funding policies, including refining criteria
  - Develop and adopt CMA programming policies for 2008 STIP
  - Solicit candidate projects for 2008 STIP
  - Draft 2008 STIP list
  - Final 2008 STIP list to MTC; include in CMP
  - MTC Action on 2008 Regional Transportation Improvement Program (RTIP)
  - CTC action on 2008 State Transportation Improvement Program (STIP)
  - At Risk Reports
3. CMA Exchange Program and Transportation Improvement Program (CMA TIP)
  - CMA Board adopts revised program
  - Agreements with exchange program sponsors
  - Agreements with CMA TIP project sponsors
  - Project Monitoring and Administration of CMA TIP
  - Program status reports
4. Transportation Fund for Clean Air (TFCA) Vehicle Registration Fee Program
  - Program Administration
    - > Revise guidelines, as appropriate
    - > Solicit candidate projects for FY 07-08 Program
    - > Prepare draft program for CMA Board consideration
    - > Final FY 07-08 program
  - Program Implementation
    - > At Risk Reports
    - > Keep necessary records including audit trail
    - > Report to Air District

Ongoing

tbd

tbd

tbd

tbd

Quarterly

Ongoing

4<sup>th</sup> Quarter

4<sup>th</sup> Quarter

Summer 2007

Fall 2007

December 2007

March 2008

Quarterly

As needed

Ongoing as needed

Ongoing as needed

Ongoing

Quarterly

2<sup>nd</sup> Quarter

3<sup>rd</sup> Quarter

3<sup>rd</sup> Quarter

4<sup>th</sup> Quarter

Quarterly

Ongoing

2<sup>nd</sup> Quarter

- > Audits by Air District
- TFCA Exchange Funds (TFCA funding exchanged with MTC for CMAQ funds)
  - > Call for projects
  - > Exchange Fund program of projects

tbd

Spring 2006  
2<sup>nd</sup> Quarter

5. Project Assistance

- Provide cities, County and transit operators with information on federal, state and regional funding programs
- Assist with applications, follow-up and advocacy consistent with CMA policy
- Work with TCRP implementing agencies to deliver projects where CMA is the applicant agency

Ongoing

Ongoing

Ongoing



## Project Implementation

1. E. 14<sup>th</sup>/Int'l Blvd/Broadway/Telegraph SMART and Rapid Bus Corridor (all costs reimbursed through grants – RM 2, CMA Exchange Program, TFCA, etc)
  - Complete construction of Rapid Bus elements
  - Complete construction of non-Rapid elements
  - Project close-out

June 2006  
2<sup>nd</sup> Quarter  
4<sup>th</sup> Quarter
2. Uptown Transit Center, Oakland (funded by AC Transit)
  - Award construction contract
  - Start construction
  - Complete construction

Spring 2006  
Spring 2006  
2<sup>nd</sup> Quarter
3. SMART Corridors: Grand Ave and MacArthur Corridor (all costs reimbursed through grants – RM 2 and TFCA)
  - Complete systems engineering
  - Start design
  - Complete design
  - Start construction
  - Complete construction

December 2005  
Spring 2006  
1<sup>st</sup> Quarter  
3<sup>rd</sup> Quarter  
Summer 2007
4. SMART Corridors Operations and Management
  - Concept for funding ongoing O&M Costs
  - Commitments for FY 2006-7 O&M Costs
  - Initial field maintenance contract
  - Commitments for FY 2007-8 O&M Costs
  - Second year field maintenance contract
  - Operations, maintenance and management
  - Strategy for capital investment to reduce O&M costs

Spring 2005  
Winter 2006  
Spring 2006  
3<sup>rd</sup> Quarter  
4<sup>th</sup> Quarter  
Ongoing  
1<sup>st</sup> Quarter
5. I-880 North Safety Improvements - Fruitvale Area Improvements (RM 2 funded)
  - Environmental document/PSR/PR
  - Begin Design
  - Complete design

3<sup>rd</sup> Quarter  
3<sup>rd</sup> Quarter  
Summer 2008
6. I-580 Soundwalls
  - Oakland soundwall (14<sup>th</sup> and Ardley)
    - > Begin Design
    - > Complete design
    - > Start Construction (pending funding)
  - San Leandro soundwall (Estudillo to 141<sup>st</sup>)
    - > Begin Design
    - > Complete design
    - > Award Construction contract (funds programmed in FY 2007-8)

Spring 2006  
4<sup>th</sup> Quarter  
tbd  
  
Spring 2006  
4<sup>th</sup> Quarter  
  
Fall 2007

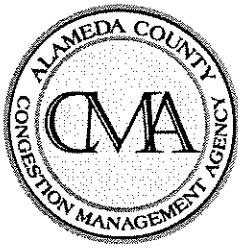
- |   |   |
|---|---|
| 7. Ardenwood Park & Ride Lot (RM 2 funded)  |   |
| <ul style="list-style-type: none"> <li>• Complete PS&amp;E</li> <li>• Start Construction</li> <li>• Complete construction</li> </ul>  | Spring 2006<br>1 <sup>st</sup> Quarter<br>2 <sup>nd</sup> Quarter   |
| 8. Dumbarton Bridge Approach HOV Lane Extension (RM 2 funded)   |   |
| <ul style="list-style-type: none"> <li>• Complete PS&amp;E</li> <li>• Start Construction</li> <li>• Complete construction</li> </ul>  | 1 <sup>st</sup> Quarter<br>2 <sup>nd</sup> Quarter<br>Fall 2006   |
| 9. I-680/I-880 Cross Connector (Measure B funded)   |   |
| <ul style="list-style-type: none"> <li>• Begin Project Study Report (PSR)</li> <li>• Draft PSR</li> <li>• Final PSR</li> </ul>  | Spring 2006<br>4 <sup>th</sup> Quarter<br>Summer 2007   |
| 10. I-580 Tri Valley Transportation Management Plan (TMP)<br>– strategies for handling impacts during construction<br>(TCRP and RM 2 funded)  |   |
| <ul style="list-style-type: none"> <li>• Award construction contract</li> <li>• Complete construction</li> </ul>  | 1 <sup>st</sup> Quarter<br>4 <sup>th</sup> Quarter  |
| 11. I-580 Tri Valley Eastbound Interim HOV Lane (TCRP and RM 2 funded)  |   |
| <ul style="list-style-type: none"> <li>• Environmental document complete</li> <li>• Plans, Specifications &amp; Estimates complete</li> <li>• Advertise construction contract</li> <li>• Start construction</li> <li>• Complete construction</li> </ul> | 1 <sup>st</sup> Quarter<br>2 <sup>nd</sup> Quarter<br>3 <sup>rd</sup> Quarter<br>4 <sup>th</sup> Quarter<br>Spring 2009 |
| 12. I-580 Tri Valley Right of Way Protection for BART (TCRP and RM 2 funded)  |   |
| <ul style="list-style-type: none"> <li>• Begin environmental documentation</li> <li>• Final Environmental Document</li> <li>• Begin right of way acquisition</li> <li>• Complete right of way acquisition</li> </ul>                                    | 1 <sup>st</sup> Quarter<br>Fall 2007<br>2008<br>2009  |
| 13. I-580/I-680 Connector (RM 2 funded)   |   |
| <ul style="list-style-type: none"> <li>• Begin Project Study Report (PSR) – in cooperation with Caltrans</li> <li>• Complete PSR</li> <li>• Initiate Environmental Document</li> <li>• Final Environmental Document</li> </ul>                          | Fall 2005<br>3 <sup>rd</sup> Quarter<br>tbd<br>tbd  |
| 14. I-580 Tri Valley Corridor Improvements (Westbound HOV, EB ultimate, etc. – RM 2 funded)   |   |
| <ul style="list-style-type: none"> <li>• Begin environmental documentation</li> <li>• Complete environmental documentation</li> </ul>   | 4 <sup>th</sup> Quarter<br>2009   |

- |  |   |
|--|---|
| 15. I-580 High Occupancy Toll Lane (Livermore Valley)  |   |
| <ul style="list-style-type: none"> <li>• Begin supplemental PSR including public outreach</li> <li>• Complete HOT lane PSR</li> </ul>  | April 2006<br>4 <sup>th</sup> Quarter   |
| 16. I-680 HOV Lane Project (costs reimbursed through grants – STIP, federal and CMA TIP) – STIP funding availability could impact schedule for this project  |   |
| <ul style="list-style-type: none"> <li>• Southbound Project <ul style="list-style-type: none"> <li>&gt; HOV Lane design complete (by Caltrans)</li> <li>&gt; Start construction</li> <li>&gt; Construction Complete</li> </ul> </li> <li>• Northbound Project <ul style="list-style-type: none"> <li>&gt; Environmental Documentation (by Caltrans)</li> <li>&gt; Implementation Strategy</li> <li>&gt; Begin Construction</li> <li>&gt; Construction Complete</li> </ul> </li> </ul>  | FY 2006-07<br>Winter 2007<br>2009<br><br>Fall 2005<br>tbd<br>tbd<br>tbd   |
| 17. I-680 SMART Carpool Lane Demonstration Project (Measure B, federal grant, and CMA TIP) – schedule depends of availability of STIP funding for underlying carpool lane project  |   |
| <ul style="list-style-type: none"> <li>• Plans, Specifications and Estimates (PS&amp;E) <ul style="list-style-type: none"> <li>&gt; PS&amp;E to Caltrans</li> <li>&gt; Right of way certification</li> <li>&gt; Ready to list for construction</li> <li>&gt; Begin construction</li> <li>&gt; Complete construction</li> </ul> </li> <li>• Electronic Toll System <ul style="list-style-type: none"> <li>&gt; Project development plan</li> <li>&gt; Software design, equipment procurement and installation <ul style="list-style-type: none"> <li>-- Begin work</li> <li>-- Complete design, procurement and installation</li> </ul> </li> <li>&gt; First year maintenance of hardware and software</li> </ul> </li> <li>• Outreach and Marketing <ul style="list-style-type: none"> <li>&gt; Stakeholders interviews and public opinion poll</li> <li>&gt; Meetings with stakeholders task force</li> <li>&gt; Develop and implement marketing program</li> </ul> </li> </ul> | 2 <sup>nd</sup> Quarter<br>3 <sup>rd</sup> Quarter<br>4 <sup>th</sup> Quarter<br>Winter 2007<br>Winter 2009<br><br>3 <sup>rd</sup> Quarter<br><br>4 <sup>th</sup> Quarter<br>Fall 2009<br>2010<br><br>1 <sup>st</sup> Quarter<br>Ongoing<br>Winter 2008 |
| 18. Dynamic Ridesharing Pilot Program (Federal grant)  |   |
| <ul style="list-style-type: none"> <li>• Complete pilot program</li> <li>• Final Report</li> <li>• Next steps</li> </ul>   | June 2006<br>1 <sup>st</sup> Quarter<br>tbd   |
| 19. TravelChoice Program (TFCA and CMA funded)   |   |
| <ul style="list-style-type: none"> <li>• Begin pilot</li> <li>• Complete pilot program and final report</li> </ul>   | January 2006<br>October 2007  |

20. Altamont Commuter Express (Measure B)

- Staff support and administration

Ongoing



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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*Agenda Item 6.4.3  
January 26, 2006*

**DATE:** January 17, 2006  
**TO:** CMA Board  
**FROM:** Administration and Legislative Committee  
**SUBJECT:** Community Based Transportation Plan

**Action Requested:**

It is recommended that the Board authorize the Executive Director: (1) to sign a fund transfer agreement with MTC for the East Oakland and Berkeley community based transportation plans in the amount of \$120,000; and (2) to sign contracts with the selected consultant(s) in an amount not to exceed \$120,000 (\$60,000 per plan). These two plans will complete the community-based transportation planning activity identified by MTC.

**Next Steps**

The plans are expected to begin spring 2006 and completed in winter 2006.

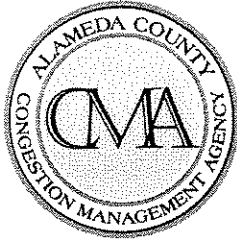
**Discussion:**

MTC has selected four areas in Alameda County that qualify for Community Based Transportation Plans (CBTP). The first Alameda County CBTP was prepared by CMA in 2004 for Central Alameda County, which included the Cherryland/Ashland portion of unincorporated Hayward and south Hayward. The West Oakland CBTP has been initiated and is expected to be complete in spring 2006. MTC has also approved funding for CBTPs in West Berkeley/South Berkeley and East Oakland.

The locations of the plans are based on MTC's *Lifeline Transportation Study* (2001) and the *Environmental Justice Report* (2001), which identified low income areas throughout the Bay Area in which there were gaps in provision of transportation services.

A Request for Qualifications was issued in April 2005. Qualified consultants have been identified and are able to begin work immediately. The CMA staff will lead the efforts for East Oakland and Berkeley staff will manage the West Berkeley/South Berkeley plan.

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CONGESTION MANAGEMENT AGENCY

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*January 26, 2006  
Agenda Item 6.4.4*

**MEMORANDUM**

Date: January 18, 2006  
To: The CMA Board  
From: Administration and Legislation Committee  
Subject: 2006 LOS Monitoring Data Collection and Data Entry

**Action Requested**

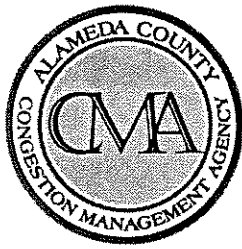
It is recommended that the CMA Board authorize the Executive Director to execute an agreement with the selected consultant to perform traffic data collection and entry for the 2006 Level of Service (LOS) Monitoring Study in an amount not to exceed \$55,000. LOS Monitoring is performed on the CMP roadways of the county biennially. The Request for Proposals was issued on December 15, 2005 and a consultant is expected to be selected in the second week of February 2006.

**Discussion**

Level of Service on the CMP roadways of the county is monitored biennially. Staff was directed to monitor both the afternoon and morning peak periods as part of the adoption of the 2005 Congestion Management Program. The budget this year reflects the additional work. The data for the morning peak will be used for informational purposes only, not for CMP Conformity. The consultant services will include traffic data collection and entry. Staff will analyze the data and calculating level of service.

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**Memorandum**

*January 26, 2006  
Agenda Item 7.1*

**DATE:** January 18, 2006  
**TO:** CMA Board  
**FROM:** Plans and Programs Committee  
**RE:** Federal STP/CMAQ Program  
Draft Cycle 3 Local Streets and Roads Rehabilitation Program (Cycle 3 LSR)

**Action Requested**

The Board is requested to review and approve the draft program of projects for the Cycle 3 Local Streets and Roads Rehabilitation Program (Cycle 3 LSR) projects.

**Next Steps**

A final program of projects is scheduled to be available in February. Any required resolutions/counsel opinions will be due to the CMA by March 17, 2006.

**Discussion**

MTC has approved \$66 million in federal STP funds to be available for programming in the region for the Local Streets and Roads Rehabilitation Shortfall. Of these funds, \$9.09 million has been reserved for local streets and roads projects in Alameda County. At the October meeting, the CMA Board authorized staff to solicit projects for the local streets and roads funding. A call for projects was released and project applications were requested by November 30<sup>th</sup>.

The Third Cycle funds will be available to program in fiscal years 07/08 and 08/09. MTC has indicated that it will allow for the programming of "ready to go" LSR projects in fiscal year 06/07. Projects programmed in this year would need to request obligation by April 1, 2007.

The schedule to program the funds is detailed below.

October 28, 2005:	Release of call for projects;
November 30, 2005:	Applications due to CMA;
January, 2006:	Draft Program;
February, 2006:	Final Program;
March 17, 2006:	Resolutions/Opinions Due to CMA.

### Eligible Project Types

The overall programming guidelines used in the last LSR programming cycle of federal funds are intended to be applied to this programming cycle. This includes the eligibility of all federally eligible street/road on the Federal Functional Classification System rather than the more restrictive MTS system requirement. The projects programmed with these funds will be required to follow the MTC Regional Project Delivery Policy detailed in MTC Resolution 3606 (Resolution 3606 is anticipated to be revised in the near future, which could include revisions to the MTC delivery policy guidelines and deadlines). MTC will require a resolution and opinion of legal counsel from sponsoring agencies, and projects receiving funds will be amended into the TIP. Other criteria that we anticipate will need to be met include:

- Projects must be based on the analysis from an established Pavement Management System (PMS) for the jurisdiction.
- A local match of 11.47% is required for STP funds.
- All projects should consider bicyclists, pedestrians, and persons with disabilities.
- Project must extend the service life of a facility for a minimum of 5 years.
- Only projects that are fully funded usable segments will be considered.

As staff has done in the last two LSR cycles, we will continue to pursue exchange opportunities to assist local agencies in delivery of LSR projects. We anticipate having more information on an exchange proposal in early January. We also anticipate working with sponsors in January to confirm the project schedules for each project to ensure that the year the funds are programmed allow for the required deadlines for the federal funds within the MTC Project Delivery policy. A final distribution of the projects by program year will be included in the final program proposed in February.

The ACTAC recommended approval of this item unanimously.

Attachments

STP/CMAQ Programming:

STP Cycle 3 Local Streets and Roads

Draft Program

Index	Sponsor	Project Title	STP PA Target (\$ x 1,000)	Proposed Program			Project Elements	Bicycle and Pedestrian Elements
				STP Requested (\$ x 1,000)	Phase & F/Y Requested	Total Project Cost (\$ x 1,000)		

PLANNING AREA 1

1	Alameda	Alameda City Street Resurfacing, Phases 26 & 27 -16 street segments		\$ 450	Con 06/07	\$ 2,500	Pavement rehabilitation on portions of 16 city streets.	Rehab of existing bike lanes for seven project streets.
2	Albany	Pierce St Rehabilitation -from Richmond/Albany border to approx. 1550 ft South		\$ 101	Con 07/08	\$ 433	Pavement rehab and curb ramp repair.	Curb ramps, and if further funding is identified, a Class I bike lane.
3	Berkeley	University Ave Reconstruction -6th St. to San Pablo Ave.		\$ 630	PSE 08/09 Con 08/09	\$ 960	Pavement rehabilitation, install of ADA ramps, and any necessary drainage improvements.	ADA compliant curb ramps.
4	Emeryville	Park Ave Street Improvements Park Ave from Hollis St. to Hallick St.		\$ 50	Con 06/07	\$ 5,800	Pavement rehab and streetscape improvements including undergrounding of utilities.	Sidewalk widening, bulb-outs, and limited truck access.
5	Oakland	City of Oakland Street Resurfacing -27 street segments		\$ 2,486	Env 06/07 Con 07/08	\$ 3,353	Pavement rehabilitation, sidewalk, curb, gutter and curb ramp repairs.	Sidewalk and curb ramp repair. Bike lanes are being considered for two segments.
6	Piedmont	Highland Avenue Resurfacing -Park Way to Guilford Road		\$ 67	Con 06/07	\$ 96	Pavement rehabilitation and restriping	
PA 1 Totals:			\$ 3,784	\$ 3,784		\$ 13,142		

PLANNING AREA 2

7	Alameda County	Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.		\$ 841	PSE 07/08 Con 08/09	\$ 955	Pavement rehabilitation and drainage inlet modifications as needed.	Segment is a proposed Class III Bike Route.
8	Hayward	Arterial Pavement Rehabilitation -Portions of Huntwood Ave, Santa Clara St., and Whitman St.		\$ 880	Env 06/07 PSE 06/07 Con 07/08	\$ 999	Pavement rehabilitation, restriping, and detector loop replacement.	Rehab/restriping of existing bike facilities on all project streets.
9	San Leandro	Washington Ave Pavement Rehabilitation -San Lorenzo Creek to I-880 OC		\$ 491	Env 07/08 PSE 07/08 Con 07/08	\$ 555	Pavement rehabilitation of a major arterial.	
PA 2 Totals:			\$ 2,178	\$ 2,212		\$ 2,509		

**STP/CMAQ Programming:**

**STP Cycle 3 Local Streets and Roads**

**Draft Program**

Index	Sponsor	Project Title	STP PA Target (\$ x 1,000)	Proposed Program			Project Elements	Bicycle and Pedestrian Elements
				STP Requested (\$ x 1,000)	Phase & F/Y Requested	Total Project Cost (\$ x 1,000)		

**PLANNING AREA 3**

10	Fremont	Street Overlay -Eight Street Segments		\$ 1,269	Con 06/07	\$ 1,436	Pavement rehabilitation and ADA curb ramps.	Install new bike lane, restripe exist. bike lanes, and ADA curb ramps on all segments.
11	Newark	Pavement Overlay: Brittany Ave, Newark Blvd, & Spruce St.		\$ 264	Con 07/08	\$ 318	Pavement rehabilitation.	All necessary bike/ped facility restriping for all segments.
12	Union City	Alvarado-Niles Pavement Rehabilitation -I-880 to Western Ave.		\$ 426	PSE 07/08 Con 07/08	\$ 482	Pavement rehab and traffic signal loop replacement.	Restriping & signage for existing bike lanes.
<b>PA 3 Totals:</b>			<b>\$ 1,959</b>	<b>\$ 1,959</b>		<b>\$ 2,236</b>		

**PLANNING AREA 4**

13	Alameda County	See Project #7						
14	Dublin	Annual Street Overlay Program: -Dublin Blvd from Sierra Court to Dublin Court -Dougherty Rd. from Amador Valley Blvd to Scarlett Dr.		\$ 241	Con 07/08	\$ 281	Pavement rehabilitation and restriping	Install of approx. 100 ft of missing sidewalk.
15	Livermore	Murrieta Blvd Pavement Rehabilitation -Fenton St to UPRR tracks -Jack London Blvd to Del Norte Dr.		\$ 486	Con 06/07	\$ 869	Pavement rehabilitation, ADA Curb ramps, and sidewalk repair along entire limits.	ADA Curb ramps, sidewalk repair, and new bike lanes btwn Fenton St. and Stanley Blvd.
16	Pleasanton	Annual Street Resurfacing for 2007 -Eight street segments		\$ 408	Con 06/07	\$ 1,561	Pavement rehabilitation.	Sidewalk and curb ramp repair.
<b>PA 4 Totals:</b>			<b>\$ 1,169</b>	<b>\$ 1,135</b>		<b>\$ 2,711</b>		

<b>Programming Totals:</b>			<b>\$ 9,090</b>	<b>\$ 9,090</b>		<b>\$ 20,598</b>		
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**TEA 21 REAUTHORIZATION**  
**Local Streets and Roads**  
**FY 07/08 and FY 08/09**

Agency	Population*	Planning Area Population	% Planning Area	Funds by Planning Area
<b>PLANNING AREA 1</b>				
Alameda	74,581			
Albany	16,743			
Berkeley	104,534			
Emeryville	8,261			
Oakland	412,318			
Piedmont	11,055			
		627,492	41.62%	\$ 3,783,683
<b>PLANNING AREA 2</b>				
Alameda County	133,821			
Hayward	146,027			
San Leandro	81,442			
		361,290	23.97%	\$ 2,178,525
<b>PLANNING AREA 3</b>				
Fremont	210,445			
Newark	43,708			
Union City	70,685			
		324,838	21.55%	\$ 1,958,725
<b>PLANNING AREA 4</b>				
Alameda County	5,576			
Dublin	39,931			
Livermore	80,723			
Pleasanton	67,650			
		193,880	12.86%	\$ 1,169,067
<b>TOTAL:</b>	<b>1,507,500</b>	<b>1,507,500</b>	<b>100.00%</b>	<b>\$ 9,090,000</b>

*Cycle 3 - Programming Target      \$9,090,000*

**Notes:**

\* Population estimates from Dept. of Finance (www.dof.ca.gov). (1/1/05)

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